

The Hongkong Telegraph.

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號八十月正年元統宣

THURSDAY, FEBRUARY 18, 1909.

四拜禮

號八十月二英港香

\$36 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000
Sterling \$15,000,000
Silver \$15,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
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Hongkong—J. R. M. SMITH.
Shanghai—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 3rd February 1909. [20]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,500,000
RESERVE FUND GOLD \$3,500,000
ABOUT MEX \$7,232,322

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADEBELL HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2½ per Cent. on daily balances and accepts Fixed Deposits at the following rates:
For 12 months 4½ per Cent. per annum.
" 6 " 4 " " " "
" 3 " 3 " " " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,000,000
RESERVE FUND £1,525,000
RESERVE LIABILITIES OF PROPRIETORS £1,525,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per Cent.
" 6 " 3½ " " " "
" 3 " 3 " " " "

JOHN ARMSTRONG,
Manager.
Hongkong, 13th May, 1908. [21]

NEDERLANDSche HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,752,884.84 (about £470,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Oberbon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Bandjermasin.
Correspondents at: Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2½ per annum on daily balances.

Fixed Deposits 12 months 4½ per annum.
" 6 " 4 " " " "
" 3 " 3½ " " " "

J. L. VAN HOUTEN,
Agent.
Hongkong, 16th July 1908. [19]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS Yen 15,100,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, KOBE, OSAKA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, HONGKONG, SHANGHAI, HANKOW, CHEFOO, TIENTSIN, PEKIN, NEWUOHANG, DALNY, PORT-ARTHUR, ANTUNG, LIYANG, MUKDEN, TAI-CHING, CHANG-CHUN.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the Daily Balance.

On fixed deposit:
For 12 months 5½ per Cent.
" 6 " 4½ " " "
" 3 " 3½ " " "

TAKAO TAKAMICHI,
Manager.
Hongkong, 12th September, 1908. [17]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1909. [21]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP, Sh. Tael, 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank), Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt, Jacob S. H. Stern, Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koln, Bayerische Hypothek und Wechselbank, Muenchen.

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Messrs. N. M. ROYTSCHILD & SONS.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,
Manager.
Hongkong, 4th December, 1907. [23]

Intimations.

THE SAVOY.

HIGH CLASS AMERICAN STORE.

Regal Shoes \$10.00 per pair
Modarch Shirts \$1.25 each
Cloest Evening
Shirts From \$3.75 up
Pyjama Suits " " "
Steamer Rugs " \$15.95 "

THE SAVOY.
Hongkong, 16th February, 1909. [18]

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.
Evening engagements for Dances and Concerts.
Apply to—
E. J. LOPES,
C/o Hongkong Telegraph Office.
Hongkong, 9th March, 1909. [45]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

for STEAMERS TO SAIL ON REMARKS.

SHANGHAI DELTA Daylight, 20th Feb. { Freight and Passage.

LONDON, &c., via usual Ports { BRITANNIA Noon, 20th Feb. { Special Advertisement.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES MALTA About 24th Feb. { Freight and Passage.

SHANGHAI, KOBE, MOI, PALMA About 1st Mar. { Freight only.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 18th February, 1909. [4]

Intimations.

LANE, CRAWFORD & CO.

NEW STOCK OF TRAVELLING REQUISITES.

WARDROBE TRUNKS.



LANE, CRAWFORD & CO. [80]

V. O. S.

AND EXTRA SPECIAL FINEST LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

CALDBECK, MACGREGOR & CO.,
15, Queen's Road Central.
Hongkong, 28th January, 1909. [31]

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.
Hongkong, 16th July, 1907. [16]

HOTEL CRAIGIEBURN.

PLUNKET'S GAR, the PEAK, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the MANAGER.
Hongkong, 2nd July, 1900. [5]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,305 Tons, "FATSHAN" 2,305 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,995 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted). These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,205 Tons and "SUI-AN" 1,205 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG".

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 1,388 Tons, and "NANNING" 1,388 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 5 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAY, 21st February.

S.S. "SUI-AN" will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

Departure from Macao at 5 P.M. Popular Excursion Rates as usual.

S.S. Sui Tai will not run on Sunday, 21st inst.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Hongkong Hotel. [1]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager.
Hongkong, 5th February, 1909. [16]

GRAND CARLTON HOTEL.

"THE TOPIC OF THE TOWN."

Feed at the Carlton if you want to get an excellent Meal.

On and after 1st February next, we are prepared to cater Breakfast, Lunch and Dinner for \$45/- per month.

Outdoor catering a speciality.

For further particulars, apply

MANAGER.
Hongkong, 30th January, 1909. [15]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine, under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, Proprietor, N. BEUMENTHAL, Manager.

Telephone, 170. Telegrams "Astor" [14]

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ REGENT LUITPOLD"	WEDNESDAY, 24th February, Noon.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA"	THURSDAY, 25th February, 5 P.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST"	About THURSDAY, 25th February.
KUDAT and SANDAKAN	"BORNEO"	Beginning of March

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.
Hongkong, 15th February, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL. TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, NARA	NERA	Magnus	1st March, P.M.
MARSEILLES, VIA PORTS	SALAZIE	Magnus	2nd March, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	CALEPNIEN	Martin	15th March, P.M.
MARSEILLES, VIA PORTS	TOURANE	Lancelotti	16th Mar., at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £75.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN, AGENT, QUEEN'S BUILDINGS.
Hongkong, 16th February, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoen, Canton, or to their Agents

BARRETTO & CO., Hongkong.
Hongkong, 9th October, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. COMPANIES.
Hongkong, 14th March, 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.
Length inside 514 ft. Width of entrance, top 85 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour, and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

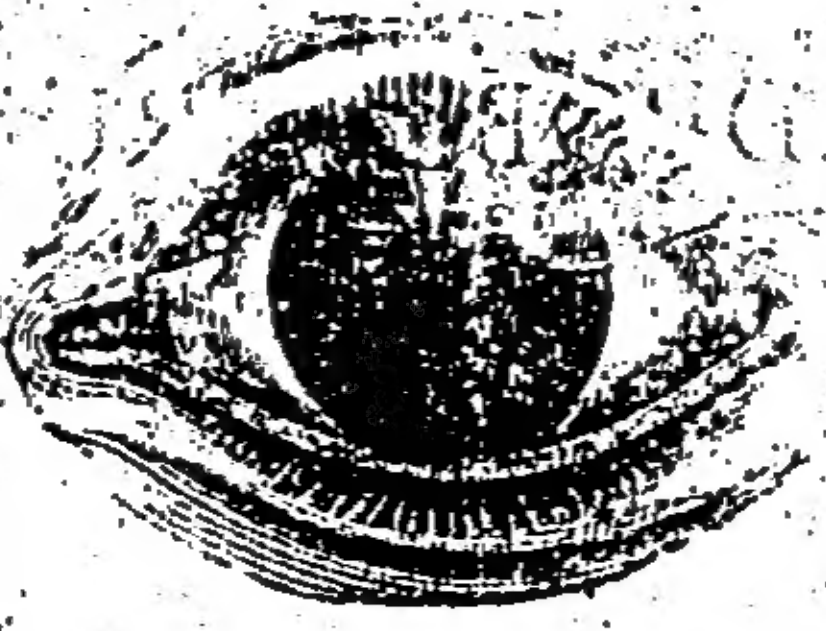
Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
Liebers, Soetts, A. I. and Watkins.
Yokohama, May 23rd, 1905.

EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN, CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 1, John Street, Bedford Row, W.C.
GALCUTTA, 50, Bealack Street
SHANGHAI, 555, Nanking Road

PHILATELIC NOVELTY PRESENTS.

BAOS OF USED POSTAGE STAMPEL Containing:

All Asiatic Stamps.	All Chinese Stamps.
4,000 for \$3.00	4,000 for \$4.50
3,000 " 7.00	3,000 " 2.50
2,000 " 5.00	2,000 " 2.50
1,000 " 2.00	1,000 " 1.50
500 " 1.00	500 " 1.00

Also Stamps in Packets and Sets, and other Philatelic Requisites at prices to suit everybody.

VIEW POSTCARDS, ALBUMS, HINGES, RAFAEL TUCKER'S TOY BOOKS AND RAFAEL SCARF, MANILA CIGARS and CIGARETTES, &c., &c.

Inspection invited.

GRACA & CO.,
No. 27, Des Voeux Road.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 noon	12.30 p.m.	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.
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NIGHT CARS.
8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m.	9.00 a.m.	10.00 a.m.	11.00 a.m.	12.00 noon	1.00 p.m.	2.00 p.m.	3.00 p.m.	4.00 p.m.	5.00 p.m.	6.00 p.m.	7.00 p.m.	8.00 p.m.	9.00 p.m.
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NIGHT CARS on Week Days.

SATURDAYS.
Extra cars at 9.15 p.m., 11.30 p.m. and 12.45 p.m.

SPECIAL CARS for Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 4th June, 1907.

THE DAIRY FARM CO., LTD.

FINE FRESH AUSTRALIAN BUTTER,
73, 75 and 85 cents a lb.
Sold in 1 lb. pats to suit convenience of customers.
Hongkong, 2nd February, 1909.

HARBOUR MASTER'S DEPARTMENT.

No. 99.

IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under—

On TUESDAY, the 23rd February:—
From Western F.C. Belchers and Stonecutters in a South-Westerly to Westerly direction, at ranges up to 10,000 yards, commencing at 10.30 A.M., and finishing at 2 P.M.

From Stonecutters in a Westerly direction, at ranges up to 6,000 yards, commencing at 3 P.M., and finishing at 5 P.M.

On THURSDAY, the 25th February:—
From Lyemun F.C. in a South-Easterly direction, at ranges up to 10,000 yards, commencing at 11 A.M., and finishing at 10 P.M.

If the weather is unfavourable on any of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

BASIL TAYLOR, Commander, R.N., Harbour Master, &c.
Hongkong, 12th February, 1909.

Dentistry.

TSEN TING.

LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEE.
Consultation Free.

DR. N. H. CHAUN, THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY
11, QUEEN'S ROAD CENTRAL, From the University of Pennsylvania, U.S.A.
Hongkong, 16th April, 1905.

COTTON SPINNING INDUSTRY.

JAPANESE OR CHINESE COMPETITION.

The general meeting of the Fukushima Cotton Spinning Company, of Osaka, held last week, adopted a resolution to issue debentures to the amount of ¥500,000. The terms and duration of the issue were left to the discretion of the board of directors.

In reply to a question by a shareholder in the course of the meeting, Mr. Kodaibo, managing director of the company, said that towards the end of last year, when the market was low, the company purchased a stock of raw cotton sufficient to last to July next. He further said that all the yarn to be produced up to the end of May next was already sold. The directors believed that a profit of ¥120,000 to ¥130,000 could be cleared for the present half-year, though this estimate might be a little reduced if the yarn market in China proved unfavourable. At any rate the company would not be involved in any loss. In his opinion, the cotton-spinning industry in China could not by any means prosper. Chinese spinning mills might make a profit on account of the fluctuation of silver, but this would not last long. With the exception of small districts, China was not fit for the cotton-spinning industry because of the climate, and there was no cause for fear in competition there.—*Japan Chronicle.*

PARI-MUTUEL IN JAPAN.

A STORMY MEETING.

Tokyo, Feb. 1.

A sub-committee appointed by the Petition Committee to investigate the petition brought by the associated horse-racing clubs asking for redress for the loss sustained by them on account of the precipitate prohibition of the pari-mutuel met to-day at 1.20 p.m.

Dealing with this question, General Viscount Terauchi, Minister for War, as President of the Stud Bureau, explained the action taken by the Government. He said that in Japan people took much less interest in horses than in Europe and America. In consequence the improvement of the breed of horses was confined to theoretical discussions and little was achieved in practice. The Government, considering it advisable to encourage the public to take more interest in horses and thus promote the improvement of horse breeding, permitted the establishment of race-courses as being most suitable for the purpose in view, the racing clubs being allowed to operate the pari-mutuel in connection with the races. Of course the pari-mutuel was a bad thing, but it was tolerated in view of the necessity for improving the breed of horses. Accordingly a number of racing clubs were established. Unfortunately all sorts of evil resulted from the pari-mutuel. Warnings were given to the clubs after the spring race meeting of last year, "despite" which the evils increased in the autumn. In October last the new Criminal Code came into operation, which makes all gambling a criminal offence, and the pari-mutuel was consequently prohibited. The principal cause of the prohibition was failure on the part of the racing clubs to profit by the warnings of the Government. In short, the clubs brought the calamity upon themselves.

When the Minister resumed his seat, many questions were asked. Among others Mr. Seki, a Progressive, who is a director of one of the racing clubs, asked why the Procurators visited the Nanto race-course on May 25th last to examine the pari-mutuel, seeing that on that day the new Criminal Code had not yet come into operation.

Notwithstanding the number of questions, the bulk were ignored. General Terauchi merely replied that the Government had not considered any proposal to grant compensation to the racing clubs.

Mr. Fujimoto Motozo, member for Osaka-4th, rose in indignation, and said that the prohibition of the pari-mutuel was a piece of work on the part of the present Ministry for which the House and the public in general ought to be deeply grateful. If further objection was raised to the action taken by the Government, all the malpractices and irregularities of which the racing clubs were guilty should be disclosed.

This statement caused great excitement among the members, and the Chairman adjourned the meeting at 3.20 p.m.—*Japan Chronicle.*

Intimations.

GUNS

DIRECT from the manufacturers at lowest prices. 12 bore Double Breechloaders from 30lb each. Illustrated catalogue of latest model Shot Guns, Combination Guns, Sporting Rifles, &c., post free. D. JAMES & REYNOLDS, George Street, Minorities, London, E.C. England. (889)

INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS Co.

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co.
Agents
Hongkong, 1st July 1907.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here;—

Signal No.

1. A CONE point upwards	Indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and 1/2 U.M. below	Indicates a Typhoon to the North-East of the Colony.
3. A DRUM	Indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and 1/2 U.M. below	Indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards	Indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below	Indicates a Typhoon to the South-West of the Colony.
7. A BALL	Indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below	Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sau Tan Koi.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

F. G. JACO, D. JAMES & REYNOLDS.

Intimation.

Powell's

28, Queen's
Road.GENTLEMEN'S
OUTFITTING
ESTABLISHMENT.New
Neckwear.Silk Knitted,
Crêpe de
Chine,
Foulard, etc.,
in
Exclusive Designs.Fownes's
Gloves,
in
Reindeer,
Suede,
Chamois,
and
Dogskin.Tweed Hats,
Latest Shapes.POWELL'S
ALEXANDRA
BUILDINGS.
HONGKONG.

Hongkong, 18th February, 1909.

Public Companies.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 20th day of February, 1909, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 31st December, 1908.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 9th February, 1909. [157]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHAREHOLDERS of the Corporation will be CLOSED on TUESDAY, the 23rd instant, to SATURDAY, the 27th instant, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 5th February, 1909. [147]

HONGKONG AND WHAMPOA DUCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, New Prince, on MONDAY, the 22nd February, 1909, at 12 o'clock noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1908.

By Order of the Board of Directors,
THO. I. ROSE,
Secretary.
Hongkong, 27th January, 1909. [123]

HONGKONG ROPE MANUFACTURING CO., LD.

THE 25TH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 17, Pedder Street, Victoria, on SATURDAY, the 27th February, 1909, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Manager for the year ending 31st December, 1908, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on THURSDAY, the 23rd of February, to SATURDAY, the 27th February, both days inclusive.

By Order of the Board of Directors,
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 12th February, 1909. [179]

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of the General Managers, at 12.30 P.M. on SATURDAY, 27th instant, to receive a statement of the Company's Accounts to 31st December, 1908, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th instant to the 27th instant, both days inclusive.

By Order of the Board of Directors,
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 13th February, 1909. [182]

NOTICE

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY MEETING of the above-mentioned Company will be held at its Registered Office, Nos. 9 to 17 Pedder Street, Victoria, Hongkong, on FRIDAY, the 26th day of February, 1909, at 12.30 P.M. for the purpose of considering and if thought fit passing the following Resolution:—

1. "That the Capital of the Company be increased to \$1,000,000 by the creation of 8,000 additional shares of \$5 each ranking for dividend and in all other respects pari passu with the existing shares in the Company."
2. "That the said 8,000 additional shares be offered in the first instance at par to all members of the Company registered as shareholders on the First day of March, 1909 in the proportion of two new shares for every three original shares held by them and upon the footing that fifty per cent of the full amount of each new share taken up shall be paid to the Company on acceptance of the offer and that such offer be made by notice specifying the number of shares to which the member is entitled and limiting a time within which the offer if not accepted by payment will be deemed to be declined and that the directors be empowered to dispose of the shares not taken in response to such offer as they consider expedient in the interests of the Company."By Order of the Board of Directors,
C. MOONEY,
Secretary.
Hongkong, 13th February, 1909. [181]

THE CHINA FIRE INSURANCE CO., LIMITED.

THE FORTIETH MEETING OF SHAREHOLDERS in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 4th March, 1909, at 12 o'clock noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from 19th February to 4th March, both days inclusive.

By Order,
C. PEMBERTON,
Secretary.
Hongkong, 13th February, 1909. [180]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE.12, D'AGUIAR STREET,
HONGKONG.

Hongkong, 18th February, 1909.

COSTS OF COURT DRESS.

£210 FOR A COAT.

Although in the ordinary course of life there are few, if any, countries where so little display of uniform, or ceremonial dress, is seen as in England, yet on the occasion of a Royal function of a State ceremonial, there is a rich magnificence surpassed nowhere. The scene at a Royal Court, a Levee or a diplomatic reception is so gorgeous as to be bewildering to the eye of anyone unaccustomed to the surroundings, and the costliness of the various uniforms is only equalled by their variety and beauty. And this without attempting any note of the exquisite dress and jewels worn by the great ladies present, either officially or by right of the highest social position.

THE DUKE OF NORFOLK'S STATE UNIFORM. First, of course, comes His Majesty the King, who, though entitled to, and possessing, so great a variety of uniforms and dresses as to number considerably over 100, almost invariably appears in the uniform of a Field Marshal of the British Army, handsome and tasteful in itself, but by no means either so elaborate or costly as those worn by many of the great officers of State. Among these that of the Earl Marshal of England, an hereditary office, which has been held for many generations by the Dukes of Norfolk, is, perhaps, the most magnificent, and certainly the most expensive. It is absolutely unique in its gorgeousness, between 1,700 yards and 1,800 yards of gold embroidery of the most exquisite design being used in the decoration of the coat, collar, and sleeves, and costing about £230.

FULL DRESS OF THE LORD CHANCELLORS OF ENGLAND AND IRELAND.

The flowing ermine robes, silk vests, and full-bottomed wigs of the full dress of the Lord Chancellors of England and Ireland, stately and dignified, are little less expensive, coming to something like £200 each. The complete costume of many of the first-class Court officials runs up to nearly as much, the jacket alone costing from £80 to £110. It is of the finest royal blue cloth, most artistically and lavishly embroidered in gold lace, with gilt buttons. The waistcoat is richly designed to match, and the knee breeches of white kerseymer silk, with buttons and buckles of gilt, white kid gloves, complete a dress as rich as it is dignified. There are five ranks or classes of Court officials and others who are entitled to attend Royal functions, ranging from those of the first rank, including Ministers of State, members of the Corps Diplomatique—Ambassadors and their retinues—and the great officers of the Royal Household, down to the Lord-Lieutenants of counties, who belong to the fifth class. The Lord-Lieutenant of Ireland and the Viceroy of India, as distinct representatives of Royalty, belong to the first class, and have special ceremonial dress, each of his office.

DIFFERENCE BETWEEN "FULL" AND "LEVEE" DRESS.

It is almost impossible for the eye of the uninitiated observer to distinguish the difference between either "full" and "levee" dress, or the higher ranks of officialdom; minute shades of width in the embroidery, the width of the lace, and the number of buttons make the distinction. The point most easily marked is the varying width of the edging embroidery, ranging from five inches in the first class to three-eighths of an inch in the fifth. The difference in cost, however, is considerable, levee uniform costing from £120 to £135. The Captain of the Yeoman of the Guard, the Captain of the Gentlemen at Arms and the Master of the Horse each wears special and costly uniforms, while the Squires and Pages of Honour wear prescribed dresses, all handsome, and distinguishing them to the eye of the connoisseur. One remarkably picturesque uniform has during the present reign disappeared for ever from the Court. There is now no Master of the Royal Buckhounds, who, in his dress of green and gold "couple" was formerly one of the notable figures at all great functions.

UNIFORM OF THE FIFTH CLASS.

The Lord-Lieutenants of counties always either peers of high rank or county gentlemen of the most ancient lineage, are included in the fifth class, and wear military uniforms hardly to be distinguished from that of general officers in the army by the civilian eye. The difference, however, lies in the cut of the tunic, which is swallow-tailed, while silver lace and buttons take the place of the gold worn by the army and the cocked hat has no plumes. The uniform costs at least £100. Deputy-Lieutenants of counties—appointed by the Lord-Lieutenant in every case—and members of the "Court of Lieutenancy of the City of London," who are appointed by the Lord Mayor, wear a similar uniform, but with less lace and embroidery and costing considerably less. The uniforms of the various Ambassadors and their suites lend most picturesque variety to all great Court functions, rivaling each other in richness and beauty of design, the one notable exception being the American Minister, who wears invariably plain evening dress. Every gentleman either presented or "commanded" to Court must wear the prescribed Court dress uniform. This is usually of plain velvet, embroidered in steel with lace ruff, black Court sword, and plain cocked hat, and may cost anything from £20 to £50.

DON'T BUY

ELSEWHERE BEFORE YOU CALL AT
FRENCH STORE

(Opposite ASTOR HOUSE).

NOW SHOWING
A Large and Fancy Assortment of
The Best FRENCH TOYS, DOLLS,
TOM SMITH'S CRACKERS,
CADDRBY'S CHOCOLATE,
PERNOT BISCUITS.

Hongkong, 18th February, 1909.

Intimations.

A FAIR EXCHANGE.

Large sums of money are no doubt realized from simple speculation, but the great fortunes are derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOL'S PREPARATION

have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it, as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anemia, Scrofula, Debility, Influenza, Throat and Lung Troubles, and Wasting Complaints. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. It is a scientific remedy and a food, with a delicious taste and flavour. No slow or doubtful action. "It cannot disappoint you." Sold by all chemists.

THE IMPERIAL COLONIAL CLUB.

THE above Club is formed chiefly for COLONIAL AND OVER-SEAS MEMBERS; it is situated at No. 84, Piccadilly (the centre of Clubland), opposite the Green Park. The Club has a Bridge Section, Reception, Dining, Billiard Room, Smoking Lounge, Reading Room and Library.

Ladies are eligible as Members.

Entrance Fee, Five Guineas, Annual Subscription, Five Guineas.

Further particulars from
THE ORGANISING SECRETARY,
84, Piccadilly, W.
London, 19th August, 1908. [1756]

PADET BREWING COMPANY, MILWAUKEE

FRESH SUPPLIES
ALWAYS KEPT IN STOCK.BY
SIEMSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA.

Hongkong, 20th Feb. 1909.

F. BLACKHEAD & Co.,

SHIP CHANDLERS, BILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMERS PATENT MOTOR
LAUNCHES.Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P & O. SPECIAL LIQUOR BOOTCH
WHISKY, &c.EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.AT
REASONABLE PRICES.

Hongkong, 18th March, 1909.

THERAPION MAY NOW ALSO BE OBTAINED

IN DRAGON (TASTELESS) FORM.

THE NEW FRENCH REMEDY

TRADE MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Kossin, Jobert, Velpeau, and others, has been found to be a medicine of the kind, and surpassed everything hitherto employed.

THERAPION No. 1 is a remarkably short time, often a few days only, removes all discharge, effectively suppressing infectious, the use of which does irreparable harm by laying the foundation of stricture and other serious disease. In dysentery, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found a wonderfully efficacious, soothing, and powerful remedy.

THERAPION No. 2 is a powerful and effective remedy for all diseases of the urinary system, and all distressing consequences of inflammation, such as, early, acute, and chronic, it possesses surprising power in restoring strength and vigor to those suffering from over-exhaustion of the system, and from the influence of four remedies in hot, unhealthy climates.

THERAPION No. 3 is a powerful and effective remedy for all diseases of the urinary system, and all distressing consequences of inflammation, such as, early, acute, and chronic, it possesses surprising power in restoring strength and vigor to those suffering from over-exhaustion of the system, and from the influence of four remedies in hot, unhealthy climates.

THERAPION No. 4 is a powerful and effective remedy for all diseases of the urinary system, and all distressing consequences of inflammation, such as, early, acute, and chronic, it possesses surprising power in restoring strength and vigor to those suffering from over-exhaustion of the system, and from the influence of four remedies in hot, unhealthy climates.

THERAPION No. 5 is a powerful and effective remedy for all diseases of the urinary system, and all distressing consequences of inflammation, such as, early, acute, and chronic, it possesses surprising power in restoring strength and vigor to those suffering from over-exhaustion of the system, and from the influence of four remedies in hot, unhealthy climates.

THERAPION No. 6 is a powerful and effective remedy for all diseases of the urinary system, and all distressing consequences of inflammation, such as, early, acute, and chronic, it possesses surprising power in restoring strength and vigor to those suffering from over-exhaustion of the system, and from the influence of four remedies in hot, unhealthy climates.

THERAPION No. 7 is a powerful and effective remedy for all diseases of the urinary system, and all distressing consequences of inflammation, such as, early, acute, and chronic, it possesses surprising power in restoring strength and vigor to those suffering from over-exhaustion of the system, and from the influence of four remedies in hot, unhealthy climates.

THERAPION No. 8 is a powerful and effective remedy for all diseases of the urinary system, and all distressing consequences of inflammation, such as, early, acute, and chronic, it possesses surprising power in restoring strength and vigor to those suffering from over-exhaustion of the system, and from the influence of four remedies in hot, unhealthy climates.

THERAPION No. 9 is a powerful and effective remedy for all diseases of the urinary system, and all distressing consequences of inflammation, such as, early, acute, and chronic, it possesses surprising power in restoring strength and vigor to those suffering from over-exhaustion of the system, and from the influence of four remedies in hot, unhealthy climates.

THERAPION No. 10 is a powerful and effective remedy for all diseases of the urinary system, and all distressing consequences of inflammation, such as, early, acute, and chronic, it possesses surprising power in restoring strength and vigor to those suffering from over-exhaustion of the system, and from the influence of four remedies in hot, unhealthy climates.

THERAPION No. 11 is a powerful and effective remedy for all diseases of the urinary system, and all distressing consequences of inflammation, such as, early, acute, and chronic, it possesses surprising power in restoring strength and vigor to those suffering from over-exhaustion of the system, and from the influence of four remedies in hot, unhealthy climates.

THERAPION No. 12 is a powerful and effective remedy for all diseases of the urinary system, and all distressing consequences of inflammation, such as, early, acute, and chronic, it possesses surprising power in restoring strength and vigor to those suffering from over-exhaustion of the system, and from the influence of four remedies in hot, unhealthy climates.

THERAPION No. 13 is a powerful and effective remedy for all diseases of the urinary system, and all distressing consequences of inflammation, such as, early, acute, and chronic, it possesses surprising power in restoring strength and vigor to those suffering from over-exhaustion of the system, and from the influence of four remedies in hot, unhealthy climates.

THERAPION No. 14 is a powerful and effective remedy for all diseases of the urinary system, and all distressing consequences of inflammation, such as, early, acute, and chronic, it possesses surprising power in restoring strength and vigor to those suffering from over-exhaustion of the system, and from the influence of four remedies in hot, unhealthy climates.

THERAPION No. 15 is a powerful and effective remedy for all diseases of the urinary system, and all distressing consequences of inflammation, such as, early, acute, and chronic, it possesses surprising power in restoring strength and vigor to those suffering from over-exhaustion of the system, and from the influence of four remedies in hot, unhealthy climates.

THERAPION No. 16 is a powerful and effective remedy for all diseases of the urinary system, and all distressing consequences of inflammation, such as, early, acute, and chronic, it possesses surprising power in restoring strength and vigor to those suffering from over-exhaustion of the system, and from the influence of four remedies in hot, unhealthy climates.

THERAPION No. 17 is a powerful and effective remedy for all diseases of the urinary system, and all distressing consequences of inflammation, such as, early, acute, and chronic, it possesses surprising power in restoring strength and vigor to those suffering from over-exhaustion of the system, and from the influence of four remedies in hot, unhealthy climates.

THERAPION No. 18 is a powerful and effective remedy for all diseases of the urinary system, and all distressing consequences of inflammation, such as, early, acute, and chronic, it possesses surprising power in restoring strength and vigor to those suffering from over-exhaustion of the system, and from the influence of four remedies in hot, unhealthy climates.

Entertainments.

THEATRE ROYAL CITY HALL.

BY SPECIAL REQUEST.

THE HONGKONG AMATEUR DRAMATIC CLUB

WILL PRESENT

A COUNTRY GIRL.

ON

FRIDAY and SATURDAY,

19th and 20th February, 1909.

PRICES AS USUAL.

BOOKING at The Robinson Piano Company opens at 10 o'clock a.m., on Friday, 12th February.

Hongkong, 3rd February, 1909.

ALEXANDRA

CINEMATOGRAPH,

2, Zeland Street.

To-night & Every Night,

FAMILY PROGRAMME.

NO ARTISTES BUT ONLY THE

LATEST

PATHE

FILMS

ENTIRE CHANGE OF PROGRAMME

Every

MONDAY and THURSDAY.

[These Films have never been shown in Hongkong by any other Cinematograph.

Programmes to be had at the door.

Hours from 9 to 11 p.m.

Hongkong, 28th January, 1909. [111]

To Let.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).

No. 11 SEYMOUR ROAD (from 1st March, 1909).

Apply to—

THE COMPTON DEPARTMENT,
E. D. SASSON & Co.,
Queen's Road Central.

Hongkong, 16th February, 1909. [188]

TO LET.

A HOUSE in KNITSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 11th February, 1909. [116]

TO LET.

THE FURNISHED FLAT on Top Floor of Messrs. Douglas, Lapraik & Co.'s Office, Four Rooms with Kitchen and Bath Room.

Terms on application to—

DOUGLAS, LAPRAIK & Co.,
No. 1, Douglas Street.

Hongkong, 3rd February, 1909. [143]

TO LET.

HATHERLEIGH, CONDOR ROAD.

A HOUSE in WONG-MEI-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDING, and No. 16B, DES Vaux Road next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES Vaux ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st January, 1909. [51]

TO LET.

GOOD OFFICES at 3, PEDDER STREET.

Apply to—

JARDINE, MATHESON & Co., LTD.

Hongkong, 14th January, 1909. [190]

TO LET.

GODOWN No. 51, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st January 1909.

Auctions.

PUBLIC AUCTION.

THE NEXT SALE OF THE STOCK-IN-TRADE, &c.

OF
MADAME JAYS, LIMITED,will take place
TO-MORROW,

the 19th February, 1909, commencing at 10.30 A.M. and 2.30 P.M., at their premises, Des Vaux Road Central.

This Sale will include PIECE EMBROIDERIES, TRIMMINGS, SUNSHADES, RIBBONS, &c.

TERMS—Cash on delivery.

On View from Thursday, the 18th February, 1909.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 18th February, 1909. [185]

PONIES! PONIES! PONIES!

THE Undersigned will hold their Annual Sale of Race Ponies by Public Roup on under:—

on
WEDNESDAY,

the 24th February, 1909, at 3 P.M., opposite the City Hall.

About FIFTY LOTS.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 15th February, 1909. [186]

Intimations.

O. G. MOOSA,

1 & 8, D'AGUIAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS,

FEATHERS, &c., &c.

LACE SCARFS, MOTOR VELS

IN
VARIOUS COLORS.

MOUSQUETEIRE GLOVES

IN
WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVAILINGS, VOILES, &c., &c.

LADIES' and CHILDREN'S
UNDERCLOTHINGS.

Samples on application. Coast

Port orders carefully executed.

Hongkong, 20th September,

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

TOBACCONISTS & CIGAR
MERCHANTS.

TOBACCOS.

John Cotton's Nos. 1 & 2;
Carven Mixture; Ardath
Special Mixture; Black Cat;
Garriek Smoking Mixture.
Phillips' Finest Smoking Mix-
ture, "Non Fur" Tobacco,
and other well-known
brands.

CIGARETTES.

Garriek Cigarettes; State Ex-
press; Quo Vadis; Craven
Mixture; Clarence Extra
Virginian; Knight Ban-
neret; Turkish; Martin's
"Non-throat"; Three Cas-
tles (Magnums).

A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS
AND
KOWLOON DISPENSARY.
Hongkong, 13th February, 1909.

The Hongkong Telegraph

HONGKONG, THURSDAY, FEBRUARY 18, 1909.

THE DISMISSAL OF CHEN PI.

Excepting the downfall of Yuan Shih-kai nothing more conspicuous has happened during the present reign than the cashiering of Chen Pi, late President of the Ministry of Posts and Communications. The two events are, of course, in no way comparable. Scarcely an effort has been made to veil the fact that personal animus prompted Yuan Shih-kai's overthrow; and the utmost that may be hoped of it is that it will not prove a deterrent to any fulfilment of the much-promised reforms. But the downfall of Chen Pi would appear to be a simple act of justice, the one tangible outcome yet vouchsafed from the maze of appeals, warnings and threats. The swiftness with which condemnation has followed on impeachment is in itself remarkable. It is true that Grand Secretaries Suo Chai-nai and Na Tung who investigated the case refused to convict on the graver charges of bribery and misappropriation of foreign loan; and some attempt was made to save the fallen Minister's face by laying the greater share of blame on an Assistant Secretary in the Ministry of the Interior. But his guilt, or maladministration, was enough to warrant his being dismissed from office, while three chief understrappers, including the Assistant Secretary, already mentioned, have shared in his disgrace. In short, the *North China Daily News* observes, we are to suppose that a clean sweep has been made and that the Yuchuanpu starts on a new basis. In that event it is to be hoped that we have heard the last of the proposal, originating, if we remember rightly, with Chen Pi himself, to cut the Post Office adrift from the Imperial Customs. It is not disputed that the postal service of China has made considerable strides in recent years and may be regarded as a sound organization. But it is scarcely in a condition as yet to stand alone without the guarantees implied in its relationship to the Customs; while in any case it is still indebted to the latter for loans contracted while it was still an infant, and a very struggling industry. Unhappily for the hopes that might have been founded upon the cleansing of the Yuchuanpu, we are now confronted with another of those too familiar re-stuffings of high officials which are apt to recall the vague manoeuvres of a beginner at the game of palatage. The Ministry of Posts and Communications is, in itself, a notable example of the evils of perpetual changing and since the condemnation of Chen Pi must have been intended quite as much for a terror to evil-doers in general as for any other purpose, it should have been possible to leave Li Tien-shan in charge as Acting President, on the chance of his proving himself worthy for substantive appointment, without calling up his Excellency Hsu Shih-chang from Manchuria. Two important vice-royalties are thus disturbed for the sake of a Ministry which, certainly in other countries, takes a secondary place among state departments. The fact that Hsu Shih-chang may be reckoned among the promising administrators (albeit he would appear, fairly to have been somewhat handicapped by the loss of Governor Tang Shao-yi), and that Viceroy Hui Liang, now chosen to succeed to Manchuria, has done admirably excellent

work in the Yunnan provinces, is the last reason for removing them from posts of exceptional difficulties. It is possible, of course, that in the weeks or months that must elapse before either Viceroy can reach the scene of his new duties another shifting round will have been announced to replace both officials in their old yamens. But the immediate effect of the decree of February 9, is discouraging, if it be not actually unsettling; a wearisome repetition of the methods of what, it had been hoped, were bygone days; and in this respect it materially weakens the force of that earnest appeal from the Prince Regent to Ministers and Governors, which we read a day or two ago, to govern worthily, to show favouritism and to appoint fit men to be their lieutenants. If the Prince Regent's ambitions can be gauged by his words, no object is more precious to him than the subordination of corruptible provincials to a well-ordered capital and the union of all parts of China in pure government. Within the last few weeks we have been told of the control to be given to the Ministry of Finance over the salt taxes of the Empire; of the appointment of provincial officers by the Regent himself; of the prohibition against sales of official rank; of commands issued to every province to submit its budget to Peking. These are the ideals. The actual practice is sufficiently illustrated by the correspondent who takes us to task to-day on the subject of like on the Shanghai-Nanking Railway. As he very rightly points out: "It is contrary to Treaty to impose any additional dues or duties whatsoever" upon duty-paid imports conveyed from one Treaty port to another. Unfortunately, the stipulations of Treaty in this respect have been more honoured in the breach than the observance, as for instance, when the provincial authorities considered themselves entitled to differentiate between ships and railway transport for the purposes of like. The agitation against this illegal interpretation has been continued for years; and although the word "concession" was too loosely employed in such a connection, the recent exemptions constitute the first piece of solid satisfaction that has been obtained. It is to be hoped that they will prove an earnest of yet better things to come; in which case the railways can scarcely deserve more congratulation than the Central Government.

LOCAL AND GENERAL.

THE French mail of the 19th January was delivered in London on the 17th inst.

THE Prince Regent has proposed to fix a regular and liberal scale of salaries for Government officials.

THE P. and O. Company's steamer *Palma*, which left London on 15th ult., took the following specie for: Singapore, silver, about £61,000; Singapore, gold, about £200.

STEALING one and a half pounds of copper, valued at fifty cents, the property of the Naval Yard, resulted in a coolie, Luk Ho, being sentenced to one month's imprisonment to-day.

THE owners of the steamer *Amy* from Flensburg, which was employed in the Chinese coasting trade, have resolved to sell the steamer in consequence of the bad state of affairs.

THE hawker—Wong Ping—who was accused of stealing a purse containing \$10.00 from an Indian at the race-course yesterday, was, in the Police Court to-day, sentenced to six weeks' hard labour.

IT has been decided to divide the control of the Tientsin-Pukou Railway. H.E. Li Hai-huan, Director-General, will be in charge of the southern section, while H.E. Sed Pao-chi, Associate Director-General, will assume control over the northern section of the line.

A LOCAL paper states that in consideration of the valuable services rendered to this Viceroyalty, in regard to foreign affairs, by Dr. J. C. Ferguson, H.E. Viceroy Tuen Fang deems the £1,300 salary paid to him monthly by the Taotai insufficient and has, therefore, ordered the latter to increase the amount to £15,000—N. C. D. News.

THE Admiralty have cancelled the order for the armoured cruiser *Warrior* to be recommissioned at Chatham, and have directed her to go to Devonport to transfer the present crew to the cruiser *Andromeda* for passage to China to join the armoured cruiser *Bedford* and to recommission with a Devonport crew for temporary service in the Fifth Cruiser Squadron.

A TOKYO despatch, of 12th inst., says:—The Legislature of the State of Washington is reported to have resolved to postpone indefinitely any action or measures calculated to be regarded as a sound organization. But it is scarcely in a condition as yet to stand alone without the guarantees implied in its relationship to the Customs; while in any case it is still indebted to the latter for loans contracted while it was still an infant, and a very struggling industry. Unhappily for the hopes that might have been founded upon the cleansing of the Yuchuanpu, we are now confronted with another of those too familiar re-stuffings of high officials which are apt to recall the vague manoeuvres of a beginner at the game of palatage. The Ministry of Posts and Communications is, in itself, a notable example of the evils of perpetual changing and since the condemnation of Chen Pi must have been intended quite as much for a terror to evil-doers in general as for any other purpose, it should have been possible to leave Li Tien-shan in charge as Acting President, on the chance of his proving himself worthy for substantive appointment, without calling up his Excellency Hsu Shih-chang from Manchuria. Two important vice-royalties are thus disturbed for the sake of a Ministry which, certainly in other countries, takes a secondary place among state departments. The fact that Hsu Shih-chang may be reckoned among the promising administrators (albeit he would appear, fairly to have been somewhat handicapped by the loss of Governor Tang Shao-yi), and that Viceroy Hui Liang, now chosen to succeed to Manchuria, has done admirably excellent

THE following officers join the cruiser *Bedford* when she recommissions for another spell of service on the China Station:—Commander Trevelyan, Lieutenants A. E. Dixie, D. W. S. Douglas, E. L. Wharton, A. Johnson, W. C. Lucas, C. A. Douglas, Engineer Lieutenant Fleet Sergeant G. A. S. Bell, Captain C. Mayhew, Royal Marine Light Infantry Sergeant Regal, Rev. L. G. Jones, chaplain; Engineer sub-Lieutenant A. E. Lane, and Gunner A. Dwyer. Signal Boatman J. Bagott, Artificer Engineer Robertson and Driscoll. Sub-Lieutenant Higginson has been posted to the cruiser *Kai* and joins from the Naval College where he has been studying.

THE RACES.

STEWARDS—His Excellency Sir F. J. D. Lugard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral the Hon. Sir H. Lambton, K.C.B., K.C.V.O., A.D.C.; His Excellency Maj.-Genl. E. G. Broadwood, C.B.; Commodore H. Lyon, R.N.; The Hon. Sir Paul Chater, Kt., C.M.G.; The Hon. Mr. F. H. May, C.M.G.; The Hon. Mr. W. J. Gresson; Messrs. F. B. Deacon, C. Friesland, J. A. Jupp, J. C. Peter, C. H. Ross and H. P. White.

STEWARDS IN CHARGE OF THE SCALE:—Messrs. F. B. Deacon and G. Friesland.

HANDICAPPER:—Maj.-Gen. Broadwood and Mr. J. A. Jupp.

JUDGE:—The Hon. Sir Paul Chater, Kt., C.M.G.

ASSISTANT JUDGE:—Mr. C. H. Ross.

STARTER:—The Hon. Mr. F. H. May, C.M.G.

SECOND STARTER:—Mr. H. J. Gadge.

TIME KEEPER:—Mr. T. S. Forrest.

HON. TREASURER:—Mr. J. F. Cox-Edwards.

CLERK OF THE COURSE:—Mr. T. F. Hough.

Ladies' Day was the last and concluding day of the great sporting meeting of the year—the annual races, held with such conspicuous success by the Hongkong Jockey Club. King's weather favoured the meeting which was brought to a close to-day. The weather throughout the day was even finer than the preceding days; not a cloud obscured the sky and King Sol, with appropriate gallantry, shone in all his splendour in favour of the ladies who graced the paddock in such large numbers to-day. The Ladies' Purse was presented before the fifth adjournment at 1 o'clock. This fact accounted for the earlier arrival of the ladies than on Tuesday and Wednesday. When the mid-day gun at Jardine's Mess announced the hour of noon to-day the gathering of ladies within the enclosure at the grand stand and in the private stands had already numbered several hundreds. Large as this number was, it was considerably augmented in the course of the afternoon. Many and varied were the costumes worn. Some of the "creations" were really artistic productions which might have done credit to any Parisian salon. In point of numbers the men were not behind the fair sex in evincing their appreciation of Ladies' Day. The concourse far exceeded those of the first two days of the meeting. The largely increased accommodation on the grand stand was taxed to its utmost limit; the spacious building was literally crowded with a good-natured crowd on pleasure bent. The Chinese swarmed within the ring in the Valley in their thousands. The crowd was a truly motley one and told more eloquently than words the cosmopolitanism whereof the community of the Colony is composed. The booths were each and everyone of them packed to their extreme capacity. Every national flag under the sun floated to the breeze from the numerous flagpoles. The variety of colours was picturesque in the extreme and never did the most beautiful racecourse in the world present such a scene of pretty animation as the Happy Valley did on the concluding day of the race meeting of 1909.

The Governor and party arrived early in the day and watched the races to the end from the official stand.

The first race on the programme was the Grand Stand Stakes. Punctual to time Mr. Hayes was the first rider to be weighed out. Volga carried a penalty of 5 lb. for his previous win. Feroic, Mr. John Peel's Derby candidate, led from start to finish and won as he liked from Strathdallas second. Caststock finished last. Suttel started the favourite for the Great Southern Stakes. Bohemian Chief led from the start by a good distance until the village was reached, when Suttel, putting on the spur, forged ahead and once in the premier position no other pony proved dangerous. Hayes, who had been down, Lowlander was nowhere. The Hongkong Stakes produced the most exciting finish of the day. The tussle between Kamranh, the leader, on entering the home straight, and Barry was exciting. Just at the last lap Barry managed to push ahead by half a length and so secured the victory. Mr. H. P. White, the owner, was loudly applauded on leading Barry into the enclosure. The Ladies' Purse was a tame race contested by four entrants. Cella Rose, ridden by Mr. Burkill, was very largely fancied. At one stage of the race he assumed the command from the trio, but once displaced by Seafoam, he never again stood to win the Ladies' Purse. Mr. Vida rode easily as the field entered the back stretch and won comfortably with several lengths to spare from Cella Rose.

At the conclusion of the race, the winning jockey (Mr. Vida) proceeded to the Grand Stand, where the ladies had gathered for the presentation of the purse subscribed by the ladies of Hongkong. The Governor was also present at the presentation. On behalf of the ladies of the Colony, Miss Lyon, daughter of Commodore Lyon, asked Mr. Vida to accept the purse which he had won on Seafoam. Mr. Vida, in accepting the trophy, thanked Miss Lyon for the prize and begged her to accept a lovely bouquet of beautiful flowers held in a silver holder with streamers of the Club colours, the dark blue and "old gold." Three cheers and a "tiger" were then called for Miss Lyon and the ladies of Hongkong, at the conclusion of which Mr. Vida, the successful rider of Seafoam, escorted Miss Lyon to the line. The usual adjournment followed before the commencement of the fifth race—the Flyaway Stakes.

After the fifth interval, six prizes started for the Flyaway Stakes. This race produced a surprise, being won by Dart against the favourites Garth and Snowflake Rose. The latter was nowhere in the race. Missourigot into third place from Garth; the race between the two was a capital one for the second place. The Phantom Stakes went to Maryland who was largely backed and won in a canter from Astral. Mr. Seib, riding Strathmill in the Governor's Cup, was thrown off near the Bowington Gate. The pony made straight for the exit and broke through the rail. Mr. Seib was not injured.

Grey Back won the race from Kamranh, who started a hot favourite, but managed to secure second place only, with Lyemum a good third. Pel-bo won the Consolation Race after a splendid tussle between him, Corcomah and York Rose. Seven ponies started for the Champions, Messrs. John Peel, Buxey, and Findlay and Moir were represented by two candidates each, and Messrs. Teog and Speelman one only. Little Gem Rose, the substitute Derby crack, had the largest number of backers. The backing was in the following order:—

Horses	To Win	For Places
Suttel	83	192
Little Gem Rose	1,019	949
Heraldic	156	302
Ferale	95	78
Spring Rose	128	272
Clesier	152	304
Seafoam	21	75

The result of the race was a foregone conclusion for Little Gem Rose, who won in a canter. The Nil Desperandum Stakes produced the largest field of the day—seventeen ponies. It was won by Mummy.

Summarizing the principal features of the meeting which is now concluded, it is the gratifying duty of the chronicler of the local turf to place on record that, with true sportsmanlike spirit, the races have been conducted with all the best traditions associated with the Hongkong Jockey Club. The ponies, with the single exception of the Derby crack—Mr. Buxey's Little Gem Rose—were very evenly matched, thus providing splendid racing from a spectacular point of view and some keenly contested finishes. Records have been established, notably Gem Rose's performance in the classic event on Wednesday. With a fast course, excellent times have been recorded. The "pari-mutuel" was run on lines, like Cava's wife, that are above suspicion. As mistakes must inevitably occur, if any such had actually taken place, it must be put down to inadvertence rather than an intention to err. Mr. I. P. Madar, the lessee of the "pari-mutuel" privilege, must be complimented on the smooth working of the arrangements, and his capable accountancy and clerical staff deserve credit for their ready willingness to accommodate the public. General supervision of the financial side of this important department fell upon Mr. J. C. Peter, whose office is no sinecure in the hands of the official starters. The starters—Messrs. F. H. May and H. J. Gadge—have had no light task. The Wong-nai-ching Stakes was somewhat of a disappointment in the start effected, otherwise the voice of cavilliers must be hushed in regard to the thankless duties of the official starters. The decisions of the Judges, Sir Paul Chater and Mr. C. H. Ross, have invariably been accepted by the public and in no single instance have their verdicts been challenged. The clerks of the scale—Messrs. F. B. Deacon and G. Friesland—weighed the jockeys out always to time. Mr. T. S. Forrest chalked the "times" which were so eagerly looked forward to at the end of each event by judges of horse-flesh. Finally, upon the genial Clerk of the Course, Mr. T. F. Hough, devolved the entire responsibility of the whole organization which worked with such admirable precision and called forth such universal praise. We have to reiterate our encomiums of the Police Force for the order maintained along the route and at the racecourse, and have to congratulate them for the perfect immunity from disorders which the public enjoyed. Mr. J. Gray Scott and his staff of electricians can be relied upon for the conveyance of huge traffic and, in the present instance, the general excellence of their service left nothing to be desired. The Band of the Buffs contributed much to enliven the proceedings each day with much appreciated music.

Below we give the results of the races in detail:—

THIRD DIV.

1.—THE GRAND STAND STAKES.—Value \$500. Second to receive \$100; and Third \$75. For China Ponies, *and* *side* Griffins on date of entry. Winners of one Race 5 lb.; of two or more Races 10 lb. extra. Subscription Griffins allowed 5 lb. Entrance \$10. Three quarters of a Mile.

Mr. John Peel's Feroic, 1st 13lb. (Laurence) 1.
Messrs. Findlay & Moir's Strathdallas, 1st 4lb (Vida) 2.
Messrs. Teog and Speelman's Volga, 1st 3lb (Hayes) 3.
Mr. John Peel's Caststock, 1st 1lb (Gresson) 4.
Mr. Olympia's Achilles, 1st 4lb (Schnorr) 5.

* 5 lb penalty.

The start took place behind the bush. When the ponies showed out to the spectators, Feroic's grey head was seen first; Volga and Caststock were close together, followed by Strathdallas; Achilles was several lengths behind last. Upon reaching the incline, Feroic drew away from the trio who raced neck and neck as far as near the village, when Strathdallas drew level with Volga displacing Caststock for third place. At the bend Feroic was still commanding and, hugging the rails, won in a canter from Strathdallas who was a poor second. Volga was third. Achilles beat Caststock for fourth place; Caststock finished nowhere.

Time: 1.31 1/5.
Winner: \$110.
Cash Sweeps: 1st \$165.40; 2nd \$104.40; 3rd \$52.20.

* Pari-mutuel: 1st \$5.50; 2nd \$10.70; 3rd \$5.50.

2.—THE GREAT SOUTHERN STAKES.—Value \$500. Second to receive \$100; and Third \$75. For China Ponies. Weight for inches as per scale. Winners at this Meeting of one Race 7 lb.; of two or more Races 10 lb. extra. Griffins allowed 5 lb. Subscription Griffins of Seasons 1907-1908 and 1908-1909 allowed 10 lb. Entrance \$10. One Mile.

Messrs. Teog and Speelman's Suttel, 1st 11lb (Hayes) 1.
Mr. Buxey's York Rose, 1st 12lb (Burkill) 2.
Messrs. Findlay & Moir's Seafoam, 1st 12lb (Laurence) 3.
Mr. Ottery's Dart (late Champion), 1st 12lb (Jones) 4.

* 5 lb allowance.

Mr. Buxey's Little Gem Rose, 1st 12lb (Burkill) 1.
Mr. Ottery's Dart (late Champion), 1st 12lb (Jones) 2.
Mr. Buxey's York Rose, 1st 12lb (Burkill) 3.
Mr. Ottery's Dart (late Champion), 1st 12lb (Jones) 4.

Mr. Ellis Kadoorie's Bohemian Chief, 1st 12lb (Jones) 1.
Lowlander was reserve, and became accountable for a false start; he had to be led to the starting post. The position before the fall of the flag was: Bohemian Chief on the rails, with Suttel, York Rose, and Seafoam to his left, and Lowlander outside. At the outset, Bohemian Chief had a slight advantage, Seafoam being second and York Rose third. Lowlander was lying last. At the incline to the Rock, Bohemian Chief, riding hard, increased his lead. Seafoam and York Rose raced in company. The companions caught up to the leader at the Village, whom they displaced entering the straight. Seafoam was now commanding, but Suttel coming up with a rush, shot ahead and won easily from York Rose second, Seafoam third, Bohemian Chief fourth, and Lowlander last.

Time: 2.03 2/5.
Winner: \$18.20.
Cash Sweeps: 1st \$67.80; 2nd \$19.80; 3rd \$9.40.

3.—THE HONGKONG STAKES.—Value \$500. Second to receive \$100; and Third \$75. A forced entry for China Ponies Subscription Griffins of this Season 1908-1909. Weight for inches as per scale. Winner of the German Cup 7 lb. extra; non-winners allowed 5 lb. Entrance \$10. One Mile and a half.

Mr. Dryadus's Barry, 1st 11lb (Duppre) 1.
Admiral Lambton's Kamranh, 1st 12lb (Mackie) 2.
Mr. J. S. Sill's Gambler, 1st 11lb (Hayes) 3.
Mr. J. Armstrong's Kirtan, 1st 11lb (Hickman) 4.
Major H. Findlay's Black Sheep, 1st 12lb (Lyon) 5.

Mr. John Peel's Dunkerry, 1st 11lb (Laurence) 1.
Mr. Ottery's Tamay, 1st 11lb (Jones) 2.
Capt. S. Baker's Shagun Abou, 1st 12lb (Ben-cote) 3.
Mr. Buxey's Little Dot Rose, 1st 11lb (Burkill) 4.
Mr. Moregold's Backstay, 1st 11lb (Vida) 5.

* 5 lb allowance.

In spite of his 7 lb penalty, Barry fully justified his patron by carrying the scarlet cap as a winner by half a length. Dunkerry led at the start, Tamay was second and Gambler third. Dunkerry still leading by a long distance, the field bunched near the Black Rock for the first time. It spread out again when running past the judge's Box with Dunkerry at the head of the procession, Little Dot Rose second and Backstay third. Black Sheep was many lengths behind last. The same order was maintained at the back stretch. For once Little Dot Rose led at the Bowington Gate, Dunkerry on his heels, and Tamay third. Little Dot Rose soon relinquished his lead to Dunkerry again, followed by Kamranh second. The scarlet cap at this stage drew away from the rear, and before the next furlong had been negotiated was in fourth position from Backstay third. Entering the straight to the winning post, Kamranh led, Barry worked hard to catch up. The ensuing race was exciting to the extreme, and was ultimately won by Barry who was splendidly ridden. Kamranh was second, and Gambler third. Kirtan was last.

Time: 3.21.
Winner: \$13.70.
Cash Sweeps: 1st \$1,052.10; 2nd \$300.60; 3rd \$150.30.

* Pari-mutuel: 1st \$6.50; 2nd \$7.70; 3rd \$3.00.

4.—THE LADIES' PURSE.—Presented by His Excellency Sir F. J. D. Lugard, K.C.M.G., C.B., D.S.O. Second to receive \$150; and Third \$75. For China Ponies. Subscription Griffins of this Season 1908-1909. Weight for inches as per scale. Winners of one Race 7 lb.; of two or more Races 10 lb. extra. Entrance \$10. One Mile.

Mr. G. Q. Henrique's Grey Back, 1st 11lb (Hayes) 1.
Admiral Lambton's Kamranh, 1st 12lb (Mackie) 2.
Mr. H. Gibbon Moore's Lyemum, 1st 11lb (Moore) 3.
Mr. Douglas' Blue Jacket II, 1st 11lb (Hansen) 4.
Mr. C. H. Ross' Ben Alder, 1st 11lb (Duppre) 5.
Mr. Humphreys' Mummy, 1st 12lb (Humphreys) 6.
Mr. Ottery's Torridge, 1st 12lb (Jones) 7.
Mr. Buxey's Little Dot Rose, 1st 12lb (Burkill) 8.

Messrs. Findlay and Moir's Seafoam, 1st 12lb (Vida) 1.
Mr. Buxey's Cella Rose, 1st 11lb (Burkill) 2.
Messrs. Teog and Speelman's Double Zero, 1st 11lb (Hayes) 3.
Mr. Olympia's Poseidon, 1st 12lb (Schnorr) 4.

A disappointingly small field started for the Ladies' Purse. Only four ponies faced the starter. Burkill's mount Cella Rose was most fancied. There was one false start when Double Zero got away. On the drop of the flag Double Zero led from Cella Rose; Poseidon was third and Seafoam riding easily lying behind last. Wheeling round the Lusitania Club bend the ponies raced in pairs: Double Zero and Poseidon, Cella Rose and Seafoam. At the Black Rock, Double Zero assumed command from Poseidon, with Seafoam third and Cella Rose at his heels. Before the field approached the Brewery Cella Rose showed to the front, but he failed to maintain his position of advantage, surrendering it to Seafoam on the home straight. Cella Rose tried hard to regain the mastery; whip and spur failed to urge him on better than he was capable, and Seafoam won without trouble. Double Zero was third. Poseidon came in last.

At the finish of the race, the spectators gathered at the Grand Stand where the ladies were awaiting the arrival of the successful jockey of Seafoam, Mr. Vida. The presentation of the purse from the Hongkong ladies was made by Miss Lyon who congratulated Mr. Vida on his win. Cheers and a "tiger" concluded the ceremony. An interval followed after this race for coffee.

Time: 1.54 1/5.
Winner: \$21.70.
Cash Sweeps: 1st \$1,225.35; 2nd \$350.10; 3rd \$175.05.

* Pari-mutuel: 1st \$6.10; 2nd \$6.10; 3rd \$2.50.

5.—THE FLAWAY STAKES.—Value \$400. Second to receive \$150; and Third \$75. For China Ponies *and* *side* Griffins on date of entry. Weight for inches as per scale. Winners of one Race 5 lb.; of two or more Races 7 lb.; and of three or more Races 10 lb. extra. Jockeys who have never had a winning mount in either Hongkong or Shanghai or Tientsin allowed 5 lb. Entrance \$10. Three quarters of a Mile.

Messrs. Teog and Speelman's Feroic, 1st 11lb (Hayes) 1.
Mr. Buxey's York Rose, 1st 12lb (Burkill) 2.
Mr. Dryadus's Cosmoth, 1st 12lb (Duppre) 3.
Mr. Olympia's Poseidon, 1st 12lb (Jones) 4.
Mr. John Peel's Barry, 1st 11lb (Laurence) 5.
Mr. Ottery's Achilles, 1st 11lb (Schnorr) 6.
Mr. Ottery's Dart (late Champion), 1st 12lb (Jones) 7.

Mr. Buxey's Little Gem Rose, 1st 12lb (Burkill) 1.
Mr. Ottery's Dart (late Champion), 1st 12lb (Jones) 2.
Mr. Buxey's York Rose, 1st 12lb (Burkill) 3.
Mr. Ottery's Dart (late Champion), 1st 12lb (Jones) 4.
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Mr. John Peel's Garth, 1st 11lb (Laurence) 1.
Messrs. Teog and Speelman's Missouri, 1st 12lb (Hayes) 2.
Messrs. Findlay and Moir's Strathdallas, 1st 12lb (Vida) 3.
Mr. H. J. Gadge's Fugitive II, 1st 11lb (Schnorr) 4.
Mr. Buxey's Snowflake Rose, 1st 11lb (Mackie) 5.

* 5 lb allowance.
* 5 lb penalty.

Six ponies entered, and the result proved the surprise of the day. Garth was on the rails and Strathdallas outside. Garth and Missouri went away in company at the start, Fugitive II, keeping to the rear. By the Football Stand Dart went to the front followed by Missouri and Strathdallas in the order named. Snowflake Rose was fourth. Dart led down the incline into the village bend, and, hugging the rails, made the best of his good position. Snowflake Rose worked up into third position with Missouri in front of him. Laurence, using the whip, brought Garth level with Missouri racing home as hard as they could. Dart's position was safe enough as there was but a short distance to cover before reaching the post. Dart won by a length from Ewo's Garth, Missouri losing the second place by only a head. Fugitive II, was last. The "pari" paid \$45.70 on Dart for a win.

Time: 1.50 2/5.
Winner: \$25.70.
Cash Sweeps: 1st \$1,577.70; 2nd \$402.70; 3rd \$201.35.

* Pari-mutuel: 1st \$10.80; 2nd \$6.40; 3rd \$2.50.

6.—THE PHANTOM STAKES.—Presented by the Gymkhana Club. Handicap. Value \$500. Second to receive \$150; and Third \$75. For China Ponies that have run at any Gymkhana Meeting or Meetings of the Season 1908, and Griffins on date of entry. Winners at this Meeting and non-starters barred. Entrance \$10. One Mile and a quarter.

Mr. Relobek's Maryland, 1st 11lb (Vida) 1.
Hon. Mr. F. H. May's Astral, 1st 11lb (May) 2.
Mr. Ellis Kadoorie's W. n. Chief, 1st 10lb (Jones) 3.
Messrs. Teog and Speelman's Desiré, 1st 11lb (Hayes) 4.
Mr. H. Humphreys' Resignation, 1st 11lb (Duppre) 5.

Desiré led on the fall of the flag from Resignation. Passing the stand for the first time Desiré was first by several lengths; Resignation was after him with Waziri Chief and Maryland in company following. Astral brought up the rear. Desiré led by several lengths going up the hill. Astral now spurred and racing up with Maryland took second and third places respectively. For a while Astral had the command which he was called upon to surrender to Maryland. The leader cantered home an easy winner from Astral second and Waziri Chief third. Desiré was last.

Time: 2.42 2/5.
Winner: \$11.80.
Cash Sweeps: 1st \$1,572.55; 2nd \$410.90; 3rd \$205.45.

* Pari-mutuel: 1st \$6.60; 2nd \$6.60; 3rd \$2.50.

7.—THE GOVERNOR'S CUP.—Presented by His Excellency Sir F. J. D. Lugard, K.C.M.G., C.B., D.S.O. Second to receive \$150; and Third \$75. For China Ponies. Subscription Griffins of this Season 1908-1909. Weight for inches as per scale. Winners of one Race 7 lb.; of two or more Races 10 lb. extra. Entrance \$10. One Mile.

Mr. G. Q. Henrique's Grey Back, 1st 11lb (Hayes) 1.
Admiral Lambton's Kamranh, 1st 12lb (Mackie) 2.
Mr. H. Gibbon Moore's Lyemum, 1st 11lb (Moore) 3.
Mr. Douglas' Blue Jacket II, 1st 11lb (Hansen) 4.
Mr. C. H. Ross' Ben Alder, 1st 11lb (Duppre) 5.
Mr. Humphreys' Mummy, 1st 12lb (Humphreys) 6.
Mr. Ottery's Torridge, 1st 12lb (Jones) 7.
Mr. Buxey's Little Dot Rose, 1st 12lb (Burkill) 8.

Messrs. Findlay and Moir's Strathmill, 1st 11lb (Hayes) 1.
Mr. Smith's Graystone, 1st 11lb (Morris) 2.
Mr. Macdonald's Highland Laddie, 1st 12lb (Hickman) 3.
Mr. Moregold's Backstay, 1st 11lb (Vida) 4.

* 5 lb allowance.
* 5 lb penalty.

Torridge led away at the start from Backstay. The leader kept his position until the Rock when Kamranh made a rush for the premier position which he wrested from Backstay near the Village bend. Backstay dropped away. Grey Back now showed up well and drew level with the leader in the short straight home. Between the two there was a fine race which Kamranh, the favourite, lost to Grey Back; Lyemum was third. Strathmill at an early stage of the race made straight for the Bowington Gate and breaking through the rail unseated his rider (Seib) who soon picked himself up.

Time: 2.09.
Winner: \$36.90.
Cash Sweeps: 1st \$1,575.00; 2nd \$430.00; 3rd \$225.00.

* Pari-mutuel: 1st \$9.50; 2nd \$6.10; 3rd \$2.20.

8.—THE CONSOLATION STAKES.—A Sweepstakes of \$10 each with \$500 added. Second to receive \$150; and Third \$75. For China Ponies that have run and not won at this Meeting. Weight for inches as per scale. Jockeys who have never had a winning mount in either Hongkong or Shanghai or Tientsin allowed 5 lb. Three quarters of a Mile.

Messrs. Teog and Speelman's Feroic, 1st 11lb (Hayes) 1.
Mr. Buxey's York Rose, 1st 12lb (Burkill) 2.
Mr. Dryadus's Cosmoth, 1st 12lb (Duppre) 3.
Mr. Olympia's Poseidon, 1st 12lb (Jones) 4.
Mr. John Peel's Barry, 1st 11lb (Laurence) 5.

Mr. Buxey's Cella Rose, 1st 1lb. (Vida) 0
Mr. Southdown's Off Chance, 1st 1lb. (Grain) 0

* 5lb allowance.

A fine race between Coxcomb, the leader, York Rose and Pei-ho resulted in a win by about a length for Pei-ho. The second and third ponies almost levelled, but York Rose beat Coxcomb by just a nose for second place.

Time: 1.32 1/5.
Winner: \$18.50.
Cash Sweeps: 1st \$1,477.55; 2nd \$422.10; 3rd \$111.05.

Part-mutuel: 1st \$8.90; 2nd \$21.30; 3rd \$8.40.

9.—THE CHAMPION STAKES.—With \$750 added. Second to receive \$250; and Third \$150. For China Ponies, winners at this meeting only. A forced entry. Entrance \$50. Winners of two Races \$30; of three or more Races \$50. Weight for inches as per scale. One Mile and a quarter.

Mr. Buxey's Little Gem Rose, 1st 12lb. (Burkhill) 1

Messrs. Toeg and Speelman's Sulfie, 1st 4lb. (Hayes) 2

Mr. John Peel's Fernie, 1st 12lb. (Gresson) 3

Mr. John Peel's Heraldic 1st 12lb. (Laurence) 0

Mr. Buxey's Spring Rose, 1st 1lb. (Dupree) 0

Messrs. Findlay and Moir's Giesler, 1st 12lb. (Vida) 0

Messrs. Findlay and Moir's Seafoam, 1st 12lb. (Jones) 0

Buxey started two candidates for the Champion, so did Messrs. Findlay and Moir and John Peel, while Toeg and Speelman had a single representative. Backers staked heavily on the Derby winner. Little Gem Rose was held back throughout the day for the main event. He was the first to put in an appearance followed by Findlay and Moir's pair, then John Peel's, and lastly Sulfie. Following his practice Burkhill walked Little Gem Rose as far as the village and from the gate and then put him to a sharp trot back to the Club Lusitano bend, and then walked leisurely up to the starting post. There was one false start. Spring Rose gave a little trouble. When the flag fell he jumped to the front to do the pacing for his stable companion. Gem Rose following was pursued by Ewo's best, Fernie. The order past the Judge's Box on the first round was Giesler first, Spring Rose second, Heraldic third and Seafoam last. At the bottom of the incline Spring Rose began to fall away and Fernie shot to the front, but accepting no chances Burkhill called upon Little Gem Rose who, answering in grand style, went ahead with the greatest ease and securely held to the premiership without being dangerously threatened. Sulfie coming out of the bunch displaced Fernie for second place, Little Gem Rose cantered in amidst vociferous cheers from the spectators. Sulfie was second, and Fernie third. Heraldic finished fourth and Seafoam last.

Time: 2.36 3/5.

Winner: \$7.00.

Cash Sweeps: 1st \$6,996.50; 2nd \$1,999.00; 3rd \$999.50.

Part-mutuel: 1st \$6.10; 2nd \$12.00; 3rd \$24.50.

10.—THE NIL DESPERANDUM STAKES.—A Sweepstakes of \$10 with \$200 added. Winner to receive 70 per cent. Second 40 per cent. and Third 10 per cent. For China Ponies, Subscription Gifts of this Season 1908-1909 that have run and not won at this Meeting. Weight for inches as per scale. Jockeys who have never had a winning mount in either Hongkong, Shanghai and Tientsin allowed 5 lb. Five Furlongs.

Mr. Humphreys' Mummy 1st 12lb. (Dupree) 1

Mr. F. C. R. Studd's Butcher, 1st 12lb. (Burkhill) 2

Messrs. Toeg and Speelman's Günduck, 1st 4lb. (Hayes) 3

Hon. P. G. Scarlett's White Knight, 1st 12lb. (Scarlett) 0

Mr. Wheeler's Pip, 1st 12lb. (Hansen) 0

Mr. H. Gibbon Moore's Lyemur, 1st 10lb. (Moore) 0

Mr. J. R. Sill's Gambler, 1st 10lb. (Hickman) 0

Mr. Macdonald's Highland Laddie, 1st 7lb. (Glegg) 0

Mr. Elbee's Regret, 1st 13lb. (Balderton) 0

Mr. Humphreys' Sir Joseph 1st 1lb. (Vida) 0

Mr. Olympia's Hippomedon, 1st 12lb. (Schroer) 0

Admiral Lambton's Kamranb, 1st 10lb. (Mackie) 0

Mr. E. B. Chichester's Jack Straw 1st 13lb. (Chichester) 0

Mr. Wayfoong's Constant 1st 4lb. (Morriss) 0

Mr. Olympia's Heracles, 1st 13lb. (Jordan) 0

Mr. Seth's Little Nemo, 1st 11lb. (Hansen) 0

Mr. Christiani's Droschkengaul, 1st 10lb. (Pettifere) 0

* 5lb overweight.

* 1lb allowance.

* 1lb over weight.

The large field of seventeen ponies started for the Nil Desperandum Stakes—the last race of the day. It ended in a win for Mummy.

Time: 1.18 1/5.

Winner: \$108.50.

Cash Sweeps: 1st \$1,764; 2nd \$5,400; 3rd \$1,520.

Part-mutuel: 1st \$18.70; 2nd \$14.70; 3rd \$11.50.

Mr. R. St. George-Moore, Engineer-in-Chief for the Canton-Hankow Railway, writes to *The Times* under date Wanchang, Dec. 14:—Might I make a suggestion to manufacturers through your columns on the question of the distribution of catalogues? The cost of a well-prepared catalogue is very great, so that the distribution is an important matter. In my case, on here I have received numberless valuable catalogues that are no use to me, and on the other hand I have not had one I wished to refer to. My suggestion is that the manufacturers should urge the Government to establish a catalogue reference library at each Consulate, instead of the present system of forwarding catalogues to the Consulate and asking them to distribute them.

MR. MODY IN BOMBAY.

ANOTHER CHARITABLE DONATION.

We have received from an old subscriber in Bombay and a former resident of Hongkong, a copy of the *Bombay Gazette* of the 20th till from which we extract the following:—

The installation meeting took place at the Freemasons' Hall on Monday of Lodge "Eastern Star," No. 1189 E.C., when Mr. Kaikobad Cowaji Adenwalla was installed in the chair by the retiring Master Mr. Merwanji H. N. Mody, D.G., Chaplain. The Lodge was honoured by an official visit of the District Grand Lodge. During Mr. Mody's Mastership the Lodge has made much progress; its membership having increased as also its funds. The roll of membership in the past has included many of the Ruling Chiefs of India and scions of ruling families in Western India.

Death has removed from the roll the name of H. H. Wor. Bro. Sir Jaswantsingh Fatesingji, K.C.I.E., Thakur Sahab of Limbdi and Rana Baldevji of Dharampore, but a new member of the year was Prince Vijay-singji of Palitana who, to mark his admission to the fraternity, made a donation of Rs. 1,000 to found a charity fund. Another fund was founded by Mr. Dinshaw Dorabji Mistry who has completed forty years' attachment to the Lodge and marked the event with a donation of Rs. 500, to which was added a similar amount by the Lodge to found a charity fund in his name, while yet a third fund was created by a donation from Mr. Hormuji Navroji Mody of China, a well-known Mason and father of the retiring Master, the donation being given to mark his appreciation of the honour done to his son. Few Lodges in India, if any perhaps, can show such a satisfactory balance-sheet as Lodge "Eastern Star," which, during Mr. Mody's Mastership, increased its charity funds from Rs. 4,595 to Rs. 16,994 with a total fund of Rs. 19,588. During the evening Mr. Mody, who has been ill for some months, was congratulated on his partial recovery and on his pluck at taking on the heavy work of the evening. A presentation of Past Masters' Jewels and Regalia to Messrs. M. D. Dadysett and P. B. Pallejehoy and the Secretary's Jewel to Mr. Palloji N. Daver, was also made during the evening. Subsequently, at the banquet, an excellent programme of music was rendered by a portion of H.E. the Governor's band.

THE "TACOMA-MARU."

SUCCESSFUL LAUNCH AT THE KAWASAKI YARD.

The launch of the *Tacoma-maru* at the Kawasaki Yard, Kobe, which on Thursday afternoon (4th instant) had to be postponed owing to the high wind, was accomplished with very satisfactory results on Friday morning at 7.30, in the presence of a considerable number of guests, despite the early hour, reports the *Japan Chronicle* of 7th inst.

Mr. Nakabashi, President of the Osaka Shosen Kaisha, named the new steamer. The sea was very calm and the vessel glided down into the water amidst loud cheers. After the launch Mr. Matsukata, President of the Kawasaki yard, made a brief speech which was responded to by Mr. Nakabashi.

The *Tacoma-maru* is one of three sister-ships now being built at the yard for the Osaka Shosen Kaisha, which are to be put on the American line to be shortly opened by the company.

The *Tacoma-maru* is a steel steamer, 410 feet long, 51 feet wide, and 33 feet deep, with a gross tonnage of 6,000, and of 4,500 horsepower. Her contracted speed is 14 knots.

CRACKER CATASTROPHE.

SHOCKING AFFAIR IN SINGAPORE.

A shocking accident occurred in China-town on Friday night, during the course of the cracker-firing which was practised on that evening, reports the *Singapore Free Press* of 8th inst. It is a common custom not only to let off crackers in the streets, but to throw them into the streets from the houses, and as a rule very little harm is ever done. Unfortunately in this case the injuries caused have resulted in two deaths.

It appears that on the night in question, when the firing was at its height, a young Khe, named Wong Chin Long, a member of a Khe family who earn a livelihood by manufacturing and selling salt, was in his house No. 12, Cheong-Ho Lim Street, firing crackers. There was a large quantity of the fireworks in the room, and the young fellow took up one lot, lighted it and threw it out into the street. The bundle fell to the ground, and it is said, was promptly picked up by a young Hokkien, a member of a family of barbers who live in the same street, and tossed back into the Khe's room. Here the bundle, which was not of dangerous proportion itself, fell amongst the stock of crackers the Khe had in the room, and in a minute the interior was a mass of blazing explosions. The room was small, there were no less than seven people in it, three men, two women and two children, and the proper exit was a narrow door, and a staircase which was little better than a step ladder. A frightful scene followed. The fireworks exploded all over the place and the frightened inmates tried to escape. The room itself caught alight in places, and only desperate efforts on the part of the inmates and friends prevented the house catching fire. When at length the people escaped and the fire was out, two men were found to be shockingly burned, and the women and children also, but not so badly. They were taken to hospital for treatment.

One man, however, died in great agony on Saturday from his injuries, and another died on Sunday. The women and children will apparently get over it, their injuries not being so severe.

The police have arrested the young Khe who threw the first cracker, and also his father. The inquest on the dead man has not yet been fixed. Although the dead man caught alight in places the inmates were able to extinguish the flames, and the Brigade were not called out.

THE OPIUM COMMISSION.

SIXTH SESSION.

The sixth session opened at 10.30 a.m. on February 12. Reports relating to the Opium question in Austria-Hungary and Persia were presented by the Delegates for those countries.

Sir Alexander Hoare, on behalf of the British delegation, criticized certain statements contained in the report previously handed in by the Chinese delegates, and asked for further information in connection with such doubtful points as the area of land actually under poppy cultivation, and the number of smokers in the different provinces. Replies to these queries will, it is understood, be forthcoming later.

The President announced, with regret the absence, through indisposition, of one of the Chinese delegates, Mr. Tang Kuo-an.

It was decided to appoint separate Committees for dealing with specific portions of the reports presented to the Commission, with a view to preparing international summaries of such subjects as Trade Statistics, Cultivation of the Poppy and Production of Opium, Revenue Returns, etc.

On the motion of the Chief Delegate for France, Monsieur Ratard, it was resolved that the President should be requested to communicate on behalf of the Commission with the Senior Consul at Shanghai and ask him to obtain information respecting the measures taken in regard to opium within the limits of the International Settlement.

The Commission adjourned at 12.30 p.m. until Monday the 15th instant.

DROWNING FATALITY.

NARROW ESCAPE OF EUROPEANS AT KUALA PAHANG.

The Straits Steamship Company's steamer *Hye Long* returned from Pahang, this morning, and full particulars of the fatality at Kuala Pahang are available, says the *Straits Times* of 11th inst. The number of persons drowned was correctly given by the first reports brought by the *Flojo*, but there was a mistake in their identity, the European Police Inspector, Mr. Neil, having been saved. The two men who were drowned were his Malay Sergeant and a Japanese deck passenger whose name is unknown.

The *Hye Long* was at anchor off the bar, and preparations were being made for her departure, at noon on Sunday, the passengers having just left the vessel in one of the native surf boats commonly used at Kuala Pahang for taking ashore the passengers, mails and cargo, when Captain Morrell noticed that the sail of the boat was no longer to be seen. He hurriedly summoned the crew of a cargo boat which was alongside to put to the assistance of the overturned craft, and another similar boat was seen putting off from the shore. The passengers who were in the boat of golang ashore were Mr. Charter, of the Forest Department, F.M.S. Government, Inspector Neal, Armourer, F.M.S. Government, who was on a tour of inspection of the arms of the Pahang police, two police subordinates and a Japanese passenger. The boat also contained three bags of mail and a postal packet.

CLINGING TO OVERTURNED BOAT.

The boat from the shore and the one from the *Hye Long* reached the overturned craft at almost the same moment, and found the crew and three of the passengers desperately clinging on to her bottom. Inspector Neal was in an exhausted condition, but the others seemed little the worse for their experience. The Malay Sergeant and the Japanese passenger were nowhere to be seen, but were last seen clinging together.

It is believed that the Japanese hung on to the sergeant, who was unable to save himself and his burden, chiefly because of the heavy boots he was wearing. At last accounts the bodies had not been recovered. The survivors were taken on board the rescuing boats with considerable difficulty, but reached shore all right, and had fully recovered by next morning, when Inspector Neal proceeded overland on foot to Kuantan, where he overtook the *Hye Long*, returning by her, this morning. The mails and all the personal effects of the passengers were lost.

COINCIDENCE.

The sea was unusually rough at the time of the accident, especially on the bar, where the fatalities occurred. The boat was in charge of Buajang, the senior boatman of the place, who is well known to all who are accustomed to visit Kuala Pahang.

The survivors are loud in their praises, saying that he yelled to his crew, when the boat upset, to save the Europeans, and himself set the example by helping Inspector Neal on to the hull of the boat twice, when his exhausted condition made it impossible to hold on and to regain it when buried off by the waves. Mr. Davis and Dr. Leicester had just come off safely to the *Hye Long* in the same boat, but it had been upset only a week before when taking cargo ashore, and a Malay boatman was drowned. Two years ago, Mr. Da Silva was drowned in a similar way on the same spot. It is felt by those who travel up the East Coast of the Peninsula that Government ought to supply a lifeboat, especially for the safe carriage of the mails, both at this and other ports. It is rumoured that one is to be supplied at Kuantan, where it is little needed, as vessels go alongside, and it is said that there was an appropriation for another in the present F.M.S. budget, but it was struck out in the great demand for economical. The native surf boats are made of chenghal wood and are very heavy, so that when filled with water they quickly sink.

The two Europeans gentlemen who had so narrow an escape on Sunday last owe their lives to the fact that their boat was completely overturned and a cushion of air inside kept it afloat, so long as it remained in that position. It is also suggested that the mails at such dangerous spots should be provided with special buggies to facilitate their recovery if they are thrown into the sea as is done in some other parts of the world.

ATTACHED RUSSIAN STEAMERS.

AN ABORTIVE AUCTION.

In the Ballif's room of the Nagasaki Ke Saibansho, on the 5th instant, the Russian steamers *Amur* and *Dniepr* were offered for sale by public auction, but without result.

Mr. Yamamoto, a Court ballif, was in charge of the proceedings. Before opening the auction, says the *Nagasaki Press*, he announced that a reserve price of ¥25,500 had been placed on the *Amur* and of ¥34,600 on the *Dniepr*. The room was filled with prospective bidders or curiosity-seekers, including some foreigners and Chinese, but no bids were made.

It is stated that another attempt to sell the ships will be made within the next two weeks, and that the reserve prices will probably be reduced.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 26th January, 1909.

Present:—Messrs. W. H. Wallace (Chairman), J. S. Feewick, W. Kruse, Lim Kui Siong, S. Okuyama, W. Wilson, A. H. Wilker, the Health Officer and the Secretary.

The minutes of the last meeting were read and confirmed. A letter was read from the Council to Mr. Lim Kui Siong, and the reply concerning a building permit, and the Secretary was instructed that if Mr. Lim Kui Siong failed to apply for a permit within seven days, and submit plans in accordance with bye-law 13, he is to be proceeded against in the ordinary way.

The Superintendent of Police reported the following cases had been dealt with in the Mixed Court since the last meeting, the Court being closed under the seal from 15th January to 9th February. Summonses: Assault 2, Cruelty to a child 1, Debt 1. Summary Arrests: Being abroad after 12 midnight without a ticket 3.

(Signed) W. H. WALLACE, Chairman.

C. BERKELEY MITCHELL, Secretary.

DUELING IN JAVA.

COMMON PRACTICE NOT YET MADE ILLEGAL.

Duels are still in fashion in some parts of Java. The *Sourabaya Handelsblad*, of 3rd instant, says that, within the last four months, no less than three duels have come off there. One of them, in which pistols were used, resulted, it is said, in the serious wounding of one combatant.

On February 2, a planter left Sourabaya for West Java, with the declared intention of killing himself after a so-called American duel, in which the antagonists drew lots to find which of them should die.

Within living memory, there has been only one fatal duel in Netherlands India, when a Governor-General's aide-de-camp challenged a high official in the Secretariat. The duel resulted in the latter being killed. The law did not interfere. The surviving duellist had, however, to leave to army. He entered the Civil Service and had reached the rank of Resident when pension time came. At present, the law in Netherlands India does not forbid duelling. In Holland, the law makes duelling a punishable offence.

WATER RETURN.

Level and storage of water in reservoirs on the 1st February.

CITY AND HILL DISTRICT WATER WORKS.

LEVEL.	1908.	1909.
Tytam...	17' 9" below overflow	26' 1" below overflow
Tytam Bywash...	25' 9" below overflow	22' 1" below overflow
Tytam Intermediate...	0' 21" above overflow	2' 21" above overflow
Pokfulum...	13' 8" below overflow	10' 9" below overflow
Wong-nai-chung...	33' 4" below overflow	34' 10" below overflow

STORAGE GALLONS.

	1908.	1909.
Tytam	251,000,000	200,400,000
Tytam Bywash	497,000	1,841,000
Tytam Intermediate	197,100,000	208,651,000
Pokfulum	36,640,000	42,680,000
Wong-nai-chung	2,654,000	2,034,000
Total	487,951,000	455,626,000

Consumption of water in the City and Hill District during the month of January.

	1908.	1909.
Consumption ...	137,111,000	136,388,000 gallons
Estimated population	206,160	207,560
Consumption per head per day	21.4	21.1 gallons

Constant supply throughout the City during January in both years.

The return of consumption is subject to error owing to the difficulty of accurate measurement whilst the extension works at Albany Filter Beds are in progress.

KOWLOON WATER WORKS.

LEVEL.

	1908.	1909.
Kowloon Gravitation Reservoir	27' 0" below overflow	23' 0" below overflow
STORAGE GALLONS.	1908.	1909.
Kowloon Gravitation Reservoir	130,400,000	150,200,000 gallons

Consumption of water in Kowloon during the month of January.

	1908.	1909.
Consumption ...	21,000,000	28,035,000 gallons
Estimated population	87,300	86,100
Consumption per head per day	8.5	10.5 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM, Water Authority.

Today's Advertisements.

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship "DELTA." Captain B. W. H. Snow, will leave for SHANGHAI, on SATURDAY, the 10th instant, at Daylight.

For Freight or Passage, apply to E. A. HEWETT, Superintendent. Hongkong, 18th February, 1909.

PUBLIC AUCTION.

THE Undesignated have been favoured with instructions from HENRY HUMPHREYS, Esq., to sell by PUBLIC AUCTION,

on

THURSDAY and FRIDAY,

the 25th and 26th February, 1909, commencing at a P.M., and on the following day at 11 A.M., respectively, within his residence, "Aberholway," Peak Road,

SUNDRY VALUABLE HOUSEHOLD FURNITURE,

Comprising:—

SILK COVERED DRAWING ROOM and COSY CORNER by Maple, CHIPPENDALE CHAIRS, MOROCCO COVERED DRAWING ROOM SUITE, A Large Assortment of CANTON CARVED BLACKWOOD WARE, CARVED CHERRYWOOD DESK and OVERMANTEL, with BEVELLED GLASS, BRONZE FIGURE with ELECTRIC LIGHTS, combined, EXTENSION DINING TABLE, TEAKWOOD SIDEBOARD with BEVELLED GLASS by Hall & Holt, JAPANESE GOLD LACQUERED CABINETS, Double and Single BRASS BEDSTEADS with WIRE and HAIR MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, DRESSING TABLE, CHEST-OF-DRAWERS and MARBLE-TOP WASHSTANDS all L. G. & Co.'s make, GLASS, CROCKERY and E.P. WARE, PERSIAN and TURKISH CARPETS and RUGS, a Fine and Rare Collection of STEEL ENGRAVINGS (Antique proofs) and OIL PAINTINGS by well-known Artists, &c., &c., &c.

Also

One IRON SAFE by Chubb's, One SEMI-GRAND PIANO by Collard & Collard, One MARBLE CLOCK by Maple, &c., &c.

On View from Tuesday, the 23rd instant. Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 18th February, 1909.

DROWNED GOLD.

MYTH OF KRUGER'S MILLIONS EXPLAINED.

NOTES FROM POLICE COMMISSIONER'S DIARY.

The first full and complete story of the gold that was smuggled out of the Transvaal, just before the Boer war is forthcoming from the diary of Colonel Clarke, now Chief Commissioner of the Natal Police and formerly head of the Criminal Investigation Department of the Colony. From this it appears that "Kruger's gold" is a myth, but that the smugglers were a syndicate of illicit gold buyers, who were plundering the Transvaal mines.

The value of the gold is estimated at from £6,000,000 to £10,000,000, and search for it is now being made off Cape Vidal, St. Lucia Bay, Zululand. The gold, according to the diary, was put on board the barque *Dorothea* at Delagoa Bay. It was in January, 1898, that the vessel set sail, but she was wrecked the day after her departure.

ABANDONED BARQUE.

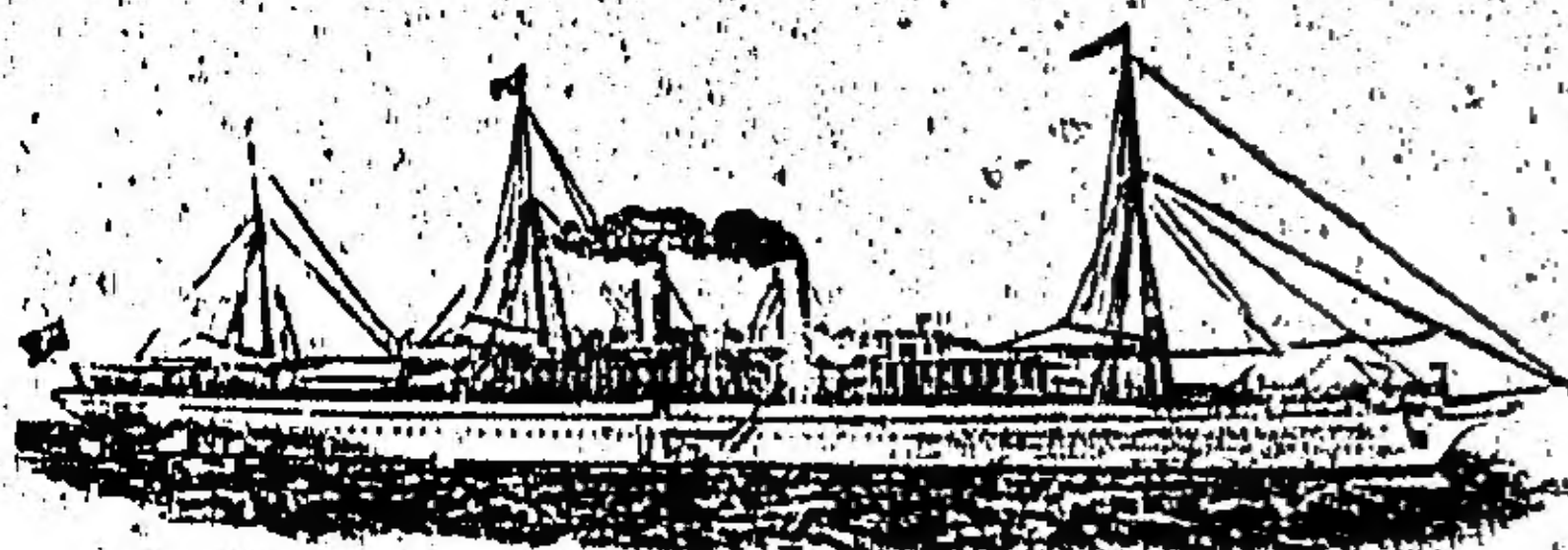
The gold, it is said, was put in the vessel before the captain and crew engaged for the journey went on board. The treasure was securely packed away in strong boxes, which were placed at the bottom of the hold, cemented over, and then covered with stone ballast. The vessel was well out to sea when the strain of the sails caused an opening of the seams (the vessel was a wooden one) and the ship took in water.

Fearing that there was a danger of the vessel foundering, the captain hailed a Union steamship which was passing and asked the captain of it if he would tow the *Dorothea* back to Delagoa Bay. The Union boat signalled that she was tied to time and could not tow the vessel, but the captain was willing to take off the *Dorothea's* crew. As there would be too much difficulty in attempting to get the ballast off, and as there was every indication that the vessel would founder, the captain decided to accept the Union captain's offer. The crew of the *Dorothea* were taken over, and the vessel was abandoned.

SEARCHING CAPE VIDAL.

The vessel went ashore at Cape Vidal and broke up. One side of the ship floated up the coast to a point fifteen miles distant, and on this point one of the vessel's two expeditions have worked in the belief

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"MONTEAGLE".....6,163.....TUESDAY, Mar. 2nd.....Mar. 26th			
"EMPRESS OF INDIA".....6,000.....SATURDAY, Mar. 13th.....April 2nd			
"EMPRESS OF JAPAN".....6,000.....SATURDAY, April 10th.....April 30th			
"EMPRESS OF CHINA".....6,000.....SATURDAY, May 1st.....May 21st			
"MONTEAGLE".....6,163.....TUESDAY, May 11th.....June 4th			
"EMPRESS OF INDIA".....6,000.....SATURDAY, May 22nd.....June 11th			

"EMPRESS" steamships will leave Hongkong at 7 A.M.

S.S. "MONTEAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class.....via Canadian Atlantic Ports or New York £71.10.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways.....£40.....£42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. W. GRADDOCK, General Traffic Agent for China, &c.,
Corner, Paddar Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW.....	CHOY SANG	FRIDAY, 19th Feb., Noon.
SHANGHAI.....	TUNGSHING	SUNDAY, 21st Feb., Daylight.
SANDAKAN.....	MAUSANG	TUESDAY, 23rd Feb., Noon.
MANILA.....	LUOYANG	WEDNESDAY, 24th Feb., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE.....	YUENSANG	FRIDAY, 26th Feb., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE.....	KUTSANG	TUESDAY, 2nd Mar., Noon.
SINGAPORE, PENANG & CALCUTTA.....	NAMSANG	SATURDAY, 6th Mar., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 14 DAYS.

The steamers Kutsang, Namsang and Fookang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yokohama, Kobe, and Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 61.
Hongkong, 18th February, 1909.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL
AMOI, NINGPO & SHANGHAI.....	"CHINHUA".....	19th Feb., 4 P.M.
SHANGHAI.....	"ANHUI".....	20th " 4 P.M.
MANILA, ZAMBOANGA and USUAL.....	"TRAN".....	23rd " 3 P.M.
MANILA, ZAMBOANGA and USUAL.....	"TAIYUAN".....	26th " 4 P.M.
MANILA, ZAMBOANGA and USUAL.....	"TAMING".....	2nd Mar., 3 P.M.
MANILA, ZAMBOANGA and USUAL.....	"OHANGSHA".....	8th April, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

SCHEDULE SHANGHAI STEAMERS have excellent accommodation. Electric Light throughout and Electric Fans in Staterooms and Dining Saloon. Fare: \$40 single and \$70 return. Take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 35.
Hongkong, 18th February, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. W. Almond.	AMOI & MANILA	FRIDAY, 19th Feb., at 5 P.M.
ZAFIRO.....	2540	R. Rodger.	MANILA	SATURDAY, 27th Feb., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.
General Managers.

Freight, 16th February, 1909.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"JAPAN,"
Captain J. G. Ollivant, will be despatched for the above Ports, on SATURDAY, the 20th February, at Noon.
For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents,
Hongkong, 15th February, 1909. [184]

FOR MARSEILLES, LONDON AND ANTWERP.

Taking Cargo on through Bills of Lading to all Ports in the United Kingdom and the Continent.

THE Steamship
"MONTGOMERYSHIRE"
will be despatched as above on or about the 23rd inst.
For Freight etc., apply to
JARDINE, MATHESON & CO., LTD.,
Agents,
Hongkong, 3rd February, 1909. [125]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:
S.S. "SURUGA".....About 23rd February.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents,
Hongkong, 28th January, 1909. [126]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM,"
Captain St. John George, will be despatched as above on WEDNESDAY, the 3rd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

A.R.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 12th February, 1909. [178]

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VICTORIA, B.C., SEATTLE & TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Gymetia.....	4,002	J. C. A. Hall	11th Mar., 1909
Kumera.....	6,232	F. S. Cowley	8th April
Laverie.....	4,779	R. J. Howie	6th May
Suvaric.....	6,232	Shotton	3rd June

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED
General Agents.

Queen's Buildings,
Hongkong, 16th February, 1909. [120]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TAI".....Capt. H. W. WALKER.

"KWONG SUN".....Capt. E. S. GROWN.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHUI ON S.S. CO., LD.,
No. 5, Queen's Road West,
Hongkong, 16th Feb., 1909. [11]

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM
FOR
STRAITS, OCEYON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"BRITANNIA,"

Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 20th February, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Mollan, 10,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. Agrippa, due in London on 2nd April, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.
Hongkong, 6th February, 1909. [4]

CHARGEURS REUNIS.
(FRENCH STEAMSHIP CO.)

REGULAR FREIGHT SERVICE TO

AMERICA.

(CANADA, UNITED STATES, MEXICO, CHILI, RIVER PLATE, BRAZIL.)

Connecting at Vancouver with the

CANADIAN PACIFIC RAILWAY.

OVERLAND Cargo taken for

ALL CANADIAN AND UNITED STATES

POINTS.

THE Steamship

"AMIRAL DUPERRE."

Captain Marin, will be despatched on or about the 27th inst., for SHANGHAI, JAPAN, and SAN FRANCISCO, &c., as above.

S.S. "AMIRAL HAMELIN,"

Captain Debonnaire, will leave this port on or about the 20th March.

For further particulars apply to the Agent—

MESSAGERIES MARITIMES.
Hongkong, 2nd February, 1909. [58]

Intimations

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON,
Manager.

Hongkong, 6th January, 1909. [50]

GREEN ISLAND CEMENT COMPANY

LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask

ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag

ex Factory.

SHEWAN TOMES & Co.,
General Managers.

Hongkong, 15th August, 1908. [36]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

司公隆廣李

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their

FURNITURE STORE

at

No. 39, DES VUEX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Office, Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908. [44]

HONGKONG AVERAGE MARKET PRICES.

Corrected 18th February, 100 cts. per \$ Mar.

BUTCHER MEAT.

Beef sirloin & prime cut—Moi Lung Pa B.....18
" Corned—Ham Ngau Yuk.....18
" Roast—Shin.....18
" Breast—Ngau Lam.....13
" Soup, Tong Yuk.....15
" Steak—Ngau Yuk Pa.....18
" Sirloin—Ngau Lau.....18
" Sausages—Ngau Yuk Chuan.....26
Bull's Brains—Know.....per set.....10
" Tongues fresh—Ngau Li.....each.....50
" Corned—Ham Ngau Li.....18
" Head—Ngau Tau.....80
" Heart—Ngau Sum.....per lb.....12
" Hump, Salt—Ngau Kin.....18
" Feet—Ngau Keok.....each.....7
" Kidneys—Ngau Yiu.....10
" Tail—Ngau Mei.....10
" Liver—Ngau Con.....12
" Tripe (unpressed)—Ngau To.....7
" Calves' Head and Feet—Ngau-chai-tan-keok.....set \$1.00

Mutton Chop—Yeung Pui Kwai.....22
" Leg—Yeung Pui.....22
" Shoulder—Yeung Shau.....20
Pigs' Chills—Chi cheong.....22
" Brains—Chi Know.....per set.....22
" Feet—Chi Keok.....each.....11
" Fry—Chi Chak.....25
" Head—Chi Tau.....15
" Heart—Chi Sum.....each.....8
" Kidneys—Chi Yiu.....pair.....7
" Liver—Chi Kon.....14
Pork, Chop—Chi Pui Kwai.....24
" Corned—Ham Chu Yuk.....—
" Leg—Chu Pui.....23
" Fat or Lard—Chu Yau.....17
Sheep's Head and Feet—Yeung Tau.....50
" Keok.....set.....50
" Heart—Yeung Sum.....each.....10
" Kidneys—Yeung Yiu.....10
" Liver—Yeung Con.....22
Sucking Pigs, To Order—Chu Chai.....42
Suet Beef—Sung Ngau Yau.....20
" Mutton—Sung Yeung Yau.....24
Veal—Ngau Chai Yuk.....20
" Sausages—Ngau Chai Yuk Tong.....20

FRUITS.

Almond—Hung Yau.....30
Apples, (California)—Kam San Ping.....28
" (Chafou)—Tin Chun Ping.....—
" Small—Hoi Tong.....—
" Custard—Fan Lai Chi.....each.....—
Bananas, fragrant, Canton—Sung Sheng.....5
" (brides), Macao—San Heung Chin.....6
" Chestnuts, Chinese—Fong Lut.....12
" Carambola—Yeung Tau.....—
" Cocoanuts—Yeh Tai.....each.....10
" Grapes—Sin Tai Tai.....—
" Lemons, China—Ning Moong.....7
" Amer.—Kum San Ning Moong.....6
" Lichees, Small Stone—Lai Chi Con.....25
" Fresh, Lai Chi.....—
" Limes, (Saugon)—Sai Kung Ning Moong.....each.....6
" Mango, Manila—Lui Sung Moong.....—
" Mango, Saigon—Sai Kung Moong.....—
" Mangosteens, San Chuk Tai per 100.....—
" Oranges, Tim Chang.....11
" Small—Tai Kut.....catty.....—
" Mandarin—Tim Kut.....—
" Olives—Pak Lam.....8
" Passion Fruit.....each.....—
" Pears, (American)—Kam San Shut Li B. (Canton), Cooking—Sai Li.....14
" (Shanghai)—Sheung Hoi Li.....18
" Pennuts, Fa Sang.....10
" Parsimonies, Large—Hung Chi.....24
" Pine-apples, 1st quality—Sheung Poon Ti Paw-law.....each.....8
" 2nd cooking—Chung-tang.....—
" Paw-law.....—
" Plateaus—Tai Chiu.....5
" Plums, Swatow—Hung Lai.....30
" Pamelos, Siam—Chim Lo Yau.....each.....30
" Walnuts, Hop Tou.....12
" Green—Sung Hop Tou.....—
" Shanghai Lo Kwai.....—

POULTRY.

Chicken—Kai Chai.....32
" Oponos, Large, Small—Sin Kai.....32
" Ducks—Ap.....22
" Doves—Pan Kau.....each.....18
" Eggs, Hen—Kai Tan.....per doz.....20
" Fowls, Canton—Kai.....34
" Hainan—Hoi Nam Kai.....30
" Geese—Ngo.....21
" Geese, Wild Shanghai—Sheung Hoi Ye Ngo.....pair.....—
" Musk Deer—Wong Keng.....each \$3.50
" Hare—To Chai.....61
" Partridge—Chi Khoo.....65
" Pheasant—Shan Kai.....\$1.80
" Pigeons, Canton—Pak Kup.....each.....36
" Holhows—Holhows Pak Kup.....34
" Quail—Um Chuen.....26
" Rice Birds—Wo Fa Chenk.....dozen.....—
" Salpe—Sa Chai.....each.....21
" Turkey, Cock—Fo Kai Kung.....per lb.....60
" Hen—Na.....Na.....—
" Wild Ducks, Shanghai; Sulap.....pair \$1.35
" Teal, Shanghai, Sui Ap Chai.....60
" Wild Duck Canton—Sung Shing Sui Ap.....per pair \$1.00

FISH.

Barbel—Ka Yu.....10
" Bream—Bin Yu.....14
" Canton Fresh Water Fish—Hoi Sin Yu.....15
" Carp—Li Yu.....20
" Catfish—Chik Yu.....17
" Codfish—Mun Yu.....14
" Gobs—Hoi.....10
" Gutter Fish—Muk Yu.....15
" Dab—Sa Mang Yu.....13
" Dace—Wong Mei Lun.....12
" Dog Fish—Til To Sa.....9
" Eels, Congor—Hal Man Yu.....15
" Fresh water—Tam Sai Yu.....14
" Yellow—Wong Sin.....28
" Frogs—Tien Kai.....32
" Garoupa—Sek Pan.....52
" Gudgeon—Pak Kup Yu.....12
" Hairings—Tao Pak.....12
" Halibut—Cheung Kwan Yu.....32
" Labrus—Wong Fa Yu.....28
" Lobsters—Lung Ha.....32
" Mackerel—Chik Yu.....32
" Monk Fish—Mon Yu.....24
" Mullot—Chai Yu.....20
" Oysters—Sung Hoo.....20
" Parrotfish—Kai Kung Yu.....16
" Perch—Tau Loo.....15
" Pike—Fa Paw Poong.....19
" Plats—Pan Yu.....19
" Pomfret, Black—Hak Chong.....24
" Pomfret, White—Pak Chong.....24
" Prawns—Ming Ha.....60
" Ray—Pel Pa Si.....30
" Rock Fish—Sek Kan Kung.....19
" Roach—Chun Yu.....51
" Salmon, (Oton), fresh water—Ma Yau Yu.....22

CENTS.

Shark—Sa Yu.....9
" Skate—Fo Yu.....10
" Shrimps—Ha.....18
" Snapper—Lap Yu.....24
" Soles—Tat Sa Yu.....28
" Tench—Wan Yu.....18
" Turbot—Cho How Yu.....24
" Turtles, small, fresh water—Keok Yu.....60
" White Bait—Ngau Yu Chai.....—

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah Chai Chai.....6
" Beans, (French) Macao—Oh Moou Pin Tau.....8
" Beans, (French), Shanghai—Sheung Hoi Pin Tau.....8
" Beans, Sprout—Ah Chai.....2

COMMERCIAL.

TO-DAY'S EXCHANGE.

London-Bank T.T.	1/8 15/16
Do. demand	1/8 15/16
Do. 4 months' sight	1/8 15/16
France-Bank T.T.	230.20
Germany-Bank T.T.	178.80
India T.T.	134.10
Do. demand	134.10
Shanghai-Bank T.T.	74.40
Singapore-Bank T.T. per H.K. \$100	74.40
Japan-Bank T.T.	85.10
Do. demand	105.10

4 months' sight L/O.	1/8 15/16
6 months' sight L/O.	1/8 15/16
3 days' sight San Francisco & New York	44.10
4 months' sight do.	44.10
30 days' sight Sydney & Melbourne	1.01
4 months' sight France	2.24
6 months' sight do.	2.24
4 months' sight Germany	1.83
Bar Silver	23 11/16
Bank of England rate	3 3/4
Sovereign	11 3/4

SHIPPING AND MAELS

Indian (Catharine Apcar) 19th inst.
German (Klats) 26th inst.
German (Prins Waldemar) 3rd prox.
Indian (Kumsang) 4th prox.

The I. C. S. N. Co.'s s.s. Kumsang left Calcutta for this port via the Straits on 15th inst., and may be expected here on 4th prox.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—
On the 18th at 11.30 a.m.—The barometer has fallen considerably in North China and over Yangtze Valley, and to a less extent in South China. It has risen in Japan, and the anti-cyclonic area is now central over those islands. A depression is indicated as existing over the Northwest provinces of China, probably moving eastward.
Light variable winds may be expected in the Formosa Channel and in the north part of the China Sea.
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.
FORECAST.
1.—Hongkong and Neighbourhood, Light E. to S.E. winds, fine.
2.—Formosa Channel, Light variable winds.
3.—South coast of China between Hongkong and Lamock, same as No. 2.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.
Tjibodas, Dut. s.s., 2,295, P. Zwart, 17th Feb.,—Hoibow 16th Feb., Gen.—J. C. I. L.
Hupei, Br. s.s., 1,205, H. Mathias, 17th Feb.,—Haiphong 17th Feb., and Hoibow 15th, Rice and Gen.—B. & S.
Derwent, Br. s.s., 1,562, J. Jenkins, 17th Feb.,—Saigon 13th Feb., Rice—Man Fat & Co.
Norman Prince, Br. s.s., 2,235, P. Barrett, 17th Feb.,—New York 10th Dec., 1908, and Saigon 10th Dec., 1908, Gen.—A. K. & Co.
Decide, Fr. gunboat, 650, de Linares, 17th Feb.,—Shanghai 6th Feb.
Delta, Br. s.s., 4,780, B. W. Snow, 18th Feb.,—Bombay 3rd Feb. and Singapore 13th, Mails and Gen.—P. & O. S. N. Co.
Lina, Br. s.s., 1,351, C. G. Williams, 18th Feb.,—Canton 17th Feb., Gen.—B. & S.
Choyang, Br. s.s., 1,424, A. E. Sandbach, 18th Feb.,—Canton 17th Feb., Gen.—J. M. & Co.
D'Entrecasteaux, Fr. cruiser, 1,242, Thibault, 18th Feb.,—Shanghai 14th Feb.

Cleanances at the Harbour Office.
Sabine Rickmers, for Amoy.
Simongay, for Amoy.
Gregory Apcar, for Shanghai.
Sakichiku Maru, for Takao.
Yavasta Maru, for Manila.
Mahilde, for Haiphong.
Tjibodas, for Saigon.
Choyang, for Swatow.
Sui Cheong, for Kwong-chow-wan.
Delta, for Shanghai.

Departures.
Feb. 18.
Banca, for Shanghai.
Chunyang, for Saigon.
Lina, for Shanghai.
Anhui, for Canton.
Gregory Apcar, for Shanghai.
Tjibodas, for Saigon.
Sakichiku Maru, for Takao.

Passengers arrived.
Per Derwent, from Saigon—188 Chinese.
Per Hupei, from Haiphong, &c.—Mr. G. W. Pearson, and 41 Chinese.
Per Tjibodas, from Hoibow—Messrs. Thijssen, Mr. Kardo, and 33 Chinese.

Per Delta, for Hongkong from Bombay—Mr. F. R. Mann, from London—Capt. E. S. Fitzherbert, Messrs. C. McGragg, Messrs. W. T. Teggart, C. F. Osborne, A. N. and E. Appleby, and J. M. Galloway. From Brindisi—Mr. A. Ellis. From Marseilles—Mrs. and 2 Misses Birkbeck, Mr. and Mrs. Infante, and F. Crabtree. From Penang—Mr. W. H. Hugg. From Singapore—Mr. O. Doffenba, Rev. W. F. Oldham, Mr. Mrs. and Misses Clemens, Mrs. Crossley, Mrs. Clark, Mr. and Mrs. H. M. Meier, Mr. H. Hummel, Mr. and Mrs. D. Clark and child, Messrs. Parratt and native servant, J. Meades and J. M. Passos and 3 Stangers. For Shanghai from Bombay—Mr. G. M. Young, Mrs. McBean, and Miss J. Hall. From Marseilles—Mr. H. K. Hillier, and Mrs. Cockler and child. From Penang—Mr. A. G. Archer. From Singapore—Messrs. T. H. G. C. C. Powell and native servant, H. E. Sly and 2 native servants, Mr. N. K. Khar, Mr. and Mrs. David and 2 children, Messrs. J. A. and Sam David and A. McGlashan, for Yokohama from London—Mr. A. K. N. Corbett, Mr. and Mrs. O. H. V. Wilson and Lewis Peck. From Marseilles—Mr. J. R. Reid. From Gibraltar—Dr. and Mrs. C. G. Campbell, child and maid. From Port Said—Mr. Mercer. From Colombo—Mr. and Mrs. A. G. Goldie. From Singapore—Mr. and Mrs. Van der Weide and native servant.

Shipping Reports.

Str. Tjibodas, from Hoibow—Very strong monsoon, high swell.
Str. Hupei, from Hoibow—Fine and clear fresh E.N.E. winds.

VESSELS IN PORT.

China, Am. s.s., 3,186, D. E. Friele, 15th Feb.,—San Francisco 16th Jan., Honolulu 13d, Yokohama 5th Feb., Kobe 6th, Nagasaki 8th, and Shanghai 10th, Mails and Gen.—P. M. S. Co.
Chinabur, Br. s.s., 1,349, A. Harris, 13th Feb.,—Canton 12th Feb., Gen.—B. & S.
Chowlat, Ger. s.s., 1,115, W. Möllerman, 14th Feb.,—Bangkok 4th Feb., Rice—B. & S.
Clara Jensen, Ger. s.s., 1,102, J. Bendixen, 10th Feb.,—Saigon 4th Feb., Rice—J. & Co.
Dajima Maru, Jap. s.s., 930, Y. Kaburaki, 17th Feb.,—Yamaguchi Amoy and Swatow 16th Feb., Gen.—B. & S.
Germania, Ger. s.s., 1,741, C. Jorgensen, 12th Feb.,—Saigon 5th Feb., Rice—J. & Co.
Haitan, Br. s.s., 1,183, J. S. Roche, 17th Feb.,—Swatow 16th Feb., Gen.—D. L. & Co.
Huichow, Br. s.s., 1,217, E. Forsyth, 9th Feb.,—Samarang 29th Jan., Sugar—B. & S.
Japan, Br. s.s., 3,806, J. G. Offlent, 11th Feb.,—Mol 6th Feb., Gen.—D. S. & Co., Ltd.
Joichi Maru, Jap. s.s., 1,859, K. Hayashi, 10th Feb.,—Mol 30th Jan., Coal—Alaka & Co.
Keong Wai, Ger. s.s., 1,115, J. Köhler, 16th Feb.,—Bangkok 7th Feb., Rice and Teakwood—B. & S.
Kiang Ching, Chi. s.s., 1,227, Udden, 16th Feb.,—Chinkiang 11th Feb., Gen.—Tung Lee.
Kueichow, Br. s.s., 1,287, G. Hooker, 24th Jan.,—Porhalingo 17th Jan., Sugar—B. & S.
Laertes, Br. s.s., 1,340, D. C. H. Frampton, 16th Feb.,—Saigon 10th Feb., Gen.—Wo Fat Sing.
Loosok, Ger. s.s., 1,020, G. Schultzen, 14th Feb.,—Bangkok 4th Feb., and Angkor 6th, Rice—B. & S.
Loyal, Ger. s.s., 1,237, F. Natins, 23th Jan.,—Bangkok 17th Jan., Rice, Rice-meat, Timbers and Fish—S. W. & Co.
Manila, Ger. s.s., 1,103, J. Minssen, 7th Feb.,—Sydney 13th Jan., and Manila 4th Feb., Gen.—M. & Co.
Mahilde, Ger. s.s., 831, A. P. Ulderup, 16th Feb.,—Haiphong and Hoibow 15th Feb., Rice and Gen.—J. & Co.
Mausang, Br. s.s., 1,044, G. S. Weigall, 10th Feb.,—Sandakan 4th Feb., Timber and Gen.—J. M. & Co.
Monteagle, Br. s.s., 3,053, W. Davison, R.N.R., 17th Feb.,—Vancouver 17th Jan., and Shanghai 13th Feb., Mails and Gen.—O. F. R. Co.
Nanchang, Br. s.s., 1,034, G. I. Spinks, 2d Feb.,—Hoio 29th Jan., Sugar—B. & S.
Numanita, Ger. s.s., 4,384, H. Feldtmann, 13th Feb.,—Portland, Or. 15th Jan., Flour and Gen.—P. & A. S. Co.
Ragnar, Nor. s.s., 1,120, G. H. Nielsen, 6th Feb.,—from Rajang, Timber—Aagaard, Thoresen & Co.
Rajaburi, Ger. s.s., 1,189, H. Bremer, 15th Feb.,—Bangkok and Swatow 14th Feb., Rice—B. & S.
Rajah, Ger. s.s., 1,100, R. Petersen, 12th Feb.,—Bangkok via Angkor 2d Feb., Rice, Salt and Teakwood—B. & S.
Roma, Br. s.s., 2,363, W. Stum, 13th Feb.,—Canton 13th Dec., 1908, Coal—Admiralty.
Rubi, Br. s.s., 1,619, R. W. Almond, 15th Feb.,—Manila 13th Feb., Gen.—S. T. & Co.
Simongay, Dut. s.s., 1,200, H. Vos, 14th Feb.,—Sourabaya and Polo Laut 1st Feb., Sugar—Yuen Fa Hong.
Standard, Nor. s.s., 897, H. Bull, 28th Jan.,—Saigon 22d Jan., Rice—Aagaard, Thoresen & Co.
Sultan, Br. s.s., 1,270, L. Howard, 4th Feb.,—Singapore 4th Feb., Sandalwood—B. & S.
Taiwan, Br. s.s., 1,042, F. C. Everett, 13th Feb.,—Canton 12th Feb., Gen.—Wing Sing.
Tientsin, Br. s.s., 1,227, G. W. Eddy, 15th Feb.,—Sourabaya 21st Jan., and Samarang 2d Feb., Sugar—B. & S.
Vorwaerts, Aut. s.s., 1,272, B. Bodenz, 16th Feb.,—Trieste 30th Dec., 1908, and Singapore 10th Feb., Gen.—S. W. & Co.
Yavasta Maru, Jap. s.s., 3,816, T. Sekine, 16th Feb.,—Yokohama 6th Feb., Cattle, Fish and Fish Oil—N. Y. K.

SAILING VESSELS.
Lyndhurst, Br. bark, Parnell, 14th Sept.,—Bangkok 25th Aug., Case Oil—S. O. Co.
Steamers Expected.
Vessels From Agents Due
Emp. of India, Shanghai, C. P. R. Co. Feb. 19
Manchuria, Shanghai, P. M. Co., Feb. 19
Catherine Apcar, Singapore, D. S. & Co. Feb. 19
Revenue, Singapore, G. L. & Co. Feb. 20
Hitachi Maru, Singapore, N. Y. K. Feb. 20
Hitachi Maru, Manila, D. S. & Co. Feb. 20
Takachi Maru, Singapore, N. Y. K. Feb. 21
Kaga Maru, Japan, N. Y. K. Feb. 22
Kleist, Colombo, M. & Co. Feb. 26
Chiyo Maru, Japan, T. K. K. Feb. 28
P. Waldermar, Sydney, M. & Co. Mar. 3
Ceylon Maru, Bombay, N. Y. K. Mar. 4
Kumsang, Calcutta, J. M. & Co. Mar. 4

DOCK RETURNS.
H.M.S. Whiting at Kowloon Dock
Tarlac, " " " " " "
Mina de Batan, " " " " " "
Patia, " " " " " "
Daylight, " " " " " "
Manila, " " " " " "
H.M.S. Virago, " " " " " "
Bujon Maru, " " " " " "

Ships Paused The Canal.
8th January—Göben, Indragama, Hakata Maru, Inaba Maru, Prins Regent, Luftholz, Rom, Chong, Salata, Cathay, 15th January
Rome, Achilles, Dumbas, Palawan, Palermo, Tunkat, 19th January—Armand Beht, Bonny, Calcutta, Dumbahikira, Montross, Sophie R. Chong, 21st January—Bulew, Ningchow, Laertes, Princess Alice, Wakasa Maru, Tournon, 26th January—Stikonia, Glamorgan, Hitachi Maru, Konane, Sa. 29th January—Tudor Prince, Ching Wo, Ernest Simons, Moyuna, Stilla, 2nd February
Antiochus, Austria, Benavente, Indragama, Di mid, Katsow, Palma, 2nd Feb.
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CHINA COAST METEOROLOGICAL REGISTER.

	Bar.	Therm.	Wind	Wv.
Vladivostok	5 a.m.	30.01	33 W	1
Nemuro	5 a.m.	29.85	W	0
Hakodate	"	"	W	1
Tokio	"	29.87	NW	3
Kochi	"	30.11	"	0
Nagasaki	"	30.37	NW	3
Kagoshima	"	30.33	N	4
Oshima	"	30.74	N	0
Naha	"	30.26	NE	4
Ishigakijima	"	30.17	NE	2
Bonin	"	30.48	NE	4
Yokohama	5 a.m.	30.38	25 E	4
Weihaiwei	5 a.m.	30.33	27 SW	1
Hankow	5 a.m.	30.26	44 NE	1
Kinkiang	"	30.44	44 NE	1
Shanghai	9 a.m.	30.32	46 SSE	1
Gt. Japan	"	30.30	49 SSE	3
Shantai	"	30.28	58 NNE	3
Surf Peak	6 a.m.	32.51	57 E	0
Amoy	"	32.17	57 NE	1
Swatow	"	30.19	E	4
Taihu	5 a.m.	30.19	E	4
Taipei	"	30.43	E	4
Tainan	"	30.43	E	4
Koshu	"	30.69	NE	10
Pescadore	"	30.74	NE	10
Canton	9 a.m.	"	"	"
Hongkong	10 a.m.	30.33	62 E	5
Victoria Peak	"	"	ESE	6
Gap Rock	"	30.19	ESE	6
Macao	"	30.22	SE	2
Wuchow	9 a.m.	"	"	"
Holhow	"	"	"	"
Pakhoi	"	"	"	"
Phuilei	5 a.m.	30.14	64 ENE	0
Toamoa	"	30.14	64 ENE	0
C. Japan	"	29.95	75 NNE	1
Apari	5 a.m.	30.03	NE	0
Manila	10 a.m.	30.01	75 WNW	1
Legaspi	9 a.m.	29.91	81 NE	1
Manofa	5 a.m.	"	NE	2
Hilo	"	29.91	NE	1
Cebu	"	29.91	81 NE	1
Y. Japan	"	"	"	"

February 18th, 1909, a.m.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KAPOOR & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$1,000,000 \$500,000 }	\$2,005,774	{ Interim of 2s for first half year @ ex 1/2s = \$21,943 }	51 1/2 \$895 buyers London £86
National Bank of China, Limited	99,025	£7	£6	{ \$4,000 \$1,000 \$3,000 }	\$10,223	\$2 (London 3/6) for 1903	5 1/2
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$375,757 \$1,124,243 }	none	\$14 for 1907	7 1/2 \$190 buyers
North China Insurance Company, Limited	10,000	£15	£5	{ \$1,500,000 \$303,747 \$1,196,253 }	Tls. 160,512	Final of 7/8 making 15/8 for 1907	5 1/2 Tls. 100 buyers
Union Insurance Society of Canton, Limited	12,400	\$150	\$100	{ \$1,000,000 \$303,478 \$696,522 }	\$2,508,011	{ Final of 5/8 making 5 1/2 for 1906 and Interim of 5/8 for 1907 }	5 1/2 \$825 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$199,032 \$800,968 }	\$591,763	5/8 and bonus 5/8 for 1904	8 1/2 \$187 1/2 sales
FIRE INSURANCES.							
China Fire Insurance Company, Limited	10,000	\$100	\$10	{ \$1,000,000 \$100,000 \$900,000 }	\$372,423	\$6 and bonus \$2 for 1906	7 1/2 \$106 sales
Hongkong Fire Insurance Company, Limited	8,000	\$50	\$50	{ \$1,000,000 \$13,802 \$986,198 }	\$428,037	\$27 for 1906	8 1/2 \$331 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$24,538 \$1,000 }	\$1,035	\$1 for 1906	5 1/2 \$12 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$10,000 \$10,000 \$0 }	Nil	\$2 1/2 for year ending 30.6.1908	7 1/2 \$14 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$5,700 \$79,423 \$2,344 }	\$20,279	Final of 5/8 making 5 1/2 for 1908	8 1/2 \$28 1/2 b. ex div.
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ \$10,000 \$14,000 \$0 }	£13,755	{ 6/8 for 1907 on Preference shares only @ ex 1/2 11/16 = \$3.154 }	5 1/2 \$38 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 \$72,000 \$3,000 }	Tls. 14,510	Interim of Tls. 1 1/2 for account 1908	7 1/2 Tls. 471 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ \$1,000,000 \$1,000,000 \$0 }	\$63,817	Second interim of 1/2 for a/c 1908	6 1/2 \$49 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$5,000 \$47,221 \$0 }	\$98	{ \$1.00 \$0.50 } for year ending 30.4.1908	4 1/2 \$23 1/2
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 8,000 \$7,479 \$521 }	Tls. 6,869	Final of Tls. 2 1/2 making Tls. 5 for 1907	11 1/2 Tls. 45 sales
REFINERIES.							
China Sugar Refining Company, Limited	10,000	100	100	{ \$100,000 \$34,538 \$65,462 }	Dr. \$279,871	\$8 for year ending 31.12.06	30 sales
Lison Sugar Refining Company, Limited	7,000	100	100	{ \$100,000 \$100,000 \$0 }	Dr. \$135,122	5/8 for 1907	17
Park Sugar Cultivation Company, Limited	7,000	100	100	{ \$100,000 \$100,000 \$0 }	Tls. 9,473	Tls. 3 1/2 for year ending 31.12.05	Tls. 102 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ \$1,000,000 \$1,000,000 \$0 }	£11,556	{ Final of 1/6 (coupon No. 11) for year end- ing 29.2.08 }	7 1/2 Tls. 16,555 sellers
Ruby Australian Gold Mining Company, Limited	150,000	£1	£1	{ \$1,000,000 \$1,000,000 \$0 }	Dr. £2,191	No. 12 of 1/8 = 48 cents	8 1/2 \$88 buyers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	12,000	\$15	\$15	{ \$15,000 \$15,000 \$0 }	\$3,726	\$1.75 for year ending 31.12.06	12 1/2 \$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	50	50	{ \$10,000 \$10,000 \$0 }	\$3,556	Final of 5/8 making 5 1/2 for 1907	7 1/2 \$46 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	50	50	{ \$10,000 \$10,000 \$0 }	\$28,847	Interim of 5/8 for account 1908	8 1/2 \$92 sellers
Shanghai Dock and Engineering Co., Ltd.	557,000	100	100	{ \$1,000,000 \$1,000,000 \$0 }	Tls. 23,742	{ Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908 }	6 1/2 Tls. 78 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	100	100	{ \$1,000,000 \$1,000,000 \$0 }	Tls. 22,626	Interim of Tls. 4 for account 1908	11 1/2 Tls. 165 buyers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	100	{ Tls. 25,000 \$10,000 \$15,000 }	Tls. 6,531	Tls. 6 for 1907	6 1/2 Tls. 103 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$10,000 \$10,000 \$0 }	Dr. \$4,200	\$2 1/2 for year ending 30.6.07	5 1/2 \$14 buyers
Central Stores, Limited	50,125	\$15	\$15	{ \$10,000 \$10,000 \$0 }	\$9,178	\$1.50 for 1906	5 1/2 \$16 buyers
Hongkong Hotel Company, Limited	13,000	\$50	\$50	{ \$4,000 \$4,000 \$0 }	\$14,639	Interim of 5/8 for account 1908	7 1/2 \$90 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	100	{ \$10,000 \$10,000 \$0 }	\$26,475	Final of 5/8 making 5 1/2 for 1908	7 1/2 \$93 buyers
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$10,000 \$10,000 \$0 }	\$5,286	6 1/2 cents for 1908	7 1/2 \$8.65 ex div. ss.
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$10,000 \$10,000 \$0 }	\$278	5/8 for 1908	5 1/2 \$30 ex div.
Shanghai Land Investment Company, Limited	78,000	Tls. 50	50	{ Tls. 1,523,045 \$1,000,000 \$523,045 }	Tls. 107,547	Interim of Tls. 3 for account 1908	7 1/2 Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$10,000 \$10,000 \$0 }	\$ 968	Final of 5/8 making 5 1/2 for 1908	9 1/2 \$4 sellers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	50	{ Tls. 150,000 \$10,000 \$140,000 }	Tls. 8,820	Tls. 5 for year ending 31.12.1908	5 1/2 Tls. 90 buyers
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	{ \$10,000 \$10,000 \$0 }	\$9,553	50 cents for year ending 31.7.08	5 1/2 \$9 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	75	{ Tls. 75,000 \$10,000 \$65,000 }	Tls. 8,372	Tls. 6 for year ending 30.9.08 (8 1/2)	6 1/2 Tls. 74 sales
Loan-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	100	{ \$10,000 \$10,000 \$0 }	Tls. 6,398	Tls. 8 for 1906	6 1/2 Tls. 78 buyers
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	500	{ Tls. 18,157 \$10,000 \$8,157 }	Tls. 50,663	Tls. 50 for 1905	6 1/2 Tls. 275 sellers
MISCELLANEOUS.							
Hell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$1,500 \$1,500 \$0 }	£648	10 1/2 p/s shares or 1927 = \$1.037	11 1/2 \$9 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$12,000 \$12,000 \$0 }	Nil	\$1.20 for 1907	10 1/2 \$11 1/2 sales
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$10,000 \$10,000 \$0 }	61,138	60 cents for year ended 28.2.06	4 1/2 \$4 sales and b.
China Provident Loan & Mortgage Company, Ltd.	185,000	\$10	\$10	{ \$10,000 \$10,000 \$0 }	\$3,407	80 cents for 1908	7 1/2 \$9.2 ex div. b.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$10,000 \$10,000 \$0 }	\$48	\$1.30 for year ending 31.7.08	5 1/2 \$14 buyers
Green Island Cement Company, Limited	100,000	110	\$10	{ \$10,000 \$10,000 \$0 }	\$5,078	Interim of 40 cents for account 1908	10 1/2 \$10.70 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$10,000 \$10,000 \$0 }	\$251	75 cents for 9 months ending 31.12.07	8 1/2 \$12 buyers
Hall & Holt, Limited	21,000	\$20	\$20	{ \$10,000 \$10,000 \$0 }	\$18,957	\$2 for year ending 28.2.08	10 1/2 \$23
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$10,000 \$10,000 \$0 }	\$9,321	\$1 and bonus 20 cts. for year ending 31.12.08	6 1/2 \$19
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$10,000 \$10,000 \$0 }	\$4,578	Interim of 5/8 for account 1908	8 1/2 \$220 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$10,000 \$10,000 \$0 }	\$8,191	Interim of 5/8 for account 1908	7 1/2 \$25
Maatschappij tot Exploitatie van Landbouw- exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 547,500 \$10,000 \$537,500 }	Tls. 17,127	{ 4th Quarterly div. of Tls. 20 and bonus of Tls. 10 making Tls. 30 to date }	6 1/2 Tls. 830 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$10,000 \$10,000 \$0 }	\$7,471	{ 60 cents on fully paid shares and 6 cents on 51 paid shares for year ending 30.4.08 }	6 1/2 \$14
Philippine Company, Limited	75,000	\$10	\$10	{ \$10,000 \$10,000 \$0 }	Nil	None	58
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 \$10,000 \$90,000 }	Tls. 6,603	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 Tls. 121
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 44,820 \$10,000 \$34,820 }	Tls. 8,492	Final of Tls. 9 making 10 all Tls. 14 for 1907	11 1/2 Tls. 125 sales
Shanghai Waterworks Company, Limited	15,550	£20	£20	{ Tls. 190,000 \$10,000 \$180,000 }	Tls. 18,112	Final of 17/8 making 17/8 for 1907	11 1/2 Tls. 437 1/2 sales
South China Morning Post, Limited	6,000	\$15	\$15	{ \$10,000 \$10,000 \$0 }	Dr. \$50,602	None	524
Steam Laundry Company, Limited	20,000	\$5	\$5	{ \$10,000 \$10,000 \$0 }	\$236	40 cents for year ending 31.5.08	7 1/2 \$15 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 \$10,000 \$5,295 }	Tls. 301	Tls. 6 1/2 for year ending 30.4.07	7 1/2 Tls. 94 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$10,000 \$10,000 \$0 }	\$111	50 cents for 1907	5 1/2 \$10
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$10,000 \$10,000 \$0 }	\$1,360	{ 80 cents on 9,000 ord. shares and \$10.00 on 100 Founders' shares for yr. end. 31.5.07 }	6 1/2 \$15 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$10,000 \$10,000 \$0 }	\$6,418	Interim of 30 cents a/c 1908	6 1/2 \$9 sales
William Powell, Limited	15,000	\$7	\$7	{ \$10,000 \$10,000 \$0 }	\$395	{ Final of 30 cts. making 80 cts. for the year ended 30th June, 1906 }	5 1/2 \$4

* These shares are entitled to half of the profits.

DIVIDENDS PAYABLE:—

Hongkong & Shanghai Banking Corporation
Shanghai Land Investment Co., Ltd.
Hongkong and Whampoa Dock Company.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 16th February, 1909.

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIC,"
FROM TACOMA, SEATTLE, VICTORIA,
MOJI AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 12th February, 1909.

FROM EUROPE.

THE H. A. L. Steamship

"DORMUND."

Captain Malchow, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 12th February, 1909.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th of February, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th of February, at 9.30 A.M.

All claims must reach us before the 23rd of February, 1909, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 12th February, 1909.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALAWAN,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 13th January, 1909.

Consignees.

S.S. "TOURANE"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
S.S. "Tourane" and from Bordeaux ex
S.S. "Vile d'Arros," in connection
with above Steamer are hereby informed that
their Goods, with the exception of Opium,
Treasure and Valuables are being landed and
stored at their risk into the hazardous and/or
extra hazardous Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
at Kowloon, whence delivery may be obtained
immediately after landing.Optional Cargo will be forwarded, on unless
intimation is received from the Consignees
before Noon, TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after MONDAY, the 22nd February, at Noon,
will be subject to rent and landing charges.All claims must be sent in to me on or before
the 2